.SPEED MANAGEMENT ON RURAL ROADS:

THE EFFECT OF PAVEMENT MARKINGS

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Abstract

Current New Zealand guidelines encourage the installation of painted centrelines and edgelines on rural roads. Though it is known that speed is directly proportional to both accident likelihood and severity, the effect of pavement markings on speed is unclear. This study looked at the effect of pavement markings (centrelines and edgelines) on speed.

The study method involved speed surveys at matched pairs, to compare sites with an edgeline and centreline, to centreline only sites, and to compare a further set of centreline-only sites to sites with no markings. Sites within pairs were all on straight, flat, single-carriageway rural roads in country environments, with 100km/h posted speed limits. Pairs were matched for sealed carriageway width, with a tolerance 0.5m difference in width allowed within pairs. In addition, a before/after study compared speeds at one of the centreline-only sites before and after installation of an edgeline.

Results showed that compared to the case of no markings, presence of a centreline increases the mean speed and lowers the coefficient of variation. For matched pair sites with significant results, the increase in mean speed observed within pairs comparing no centreline to centreline only was 12.1km/h, from 71.9km/h for sites with no markings, to 84.0km/h for sites with a centreline only. The increase in mean speed observed at pairs comparing centreline only to centreline plus edgeline was 11.3km/h, from 86.0km/h for sites with centreline only, to 97.3km/h for sites with a centreline and edgeline. A before/after study showed a significant increase in speed with addition of an edgeline to a centreline-only road of 7.8km/h.

Overall, an increase in delineation generally leads to an increase in speed, and a lowering of the coefficient of variation across all observed speeds. As it is unlikely that drivers would admit to being consciously motivated by the presence or absence of a centreline or edgeline, it is likely that this effect is due to an unconscious process of some kind.

Glossary of Terms and Acronyms

Definitions of terms as they are used in this thesis:

85th Percentile	Used in reference to speeds, the 85th percentile speed for a sample is the speed exceeded by 15% of the sample or population.
Accident	Used interchangeably with 'Crash', an accident is an event involving one or more road vehicles that results in personal injury and/or property damage.
Carriageway	The sealed width of a road devoted to traffic, including any sealed shoulders and auxiliary lanes.
CAS	Crash Analysis System, operated by the New Zealand Transport Agency (formerly Land Transport Safety Authority (LTSA)), containing reported accident data on a central database.
Centreline	A white painted 100mm-wide dashed line in the centre of a road, made up of a 3.0m line followed by a 7.0m gap.
Edgeline	A white painted continuous 100mm wide line defining the outside edge of a traffic lane.
Mid-block	A road section away from and excluding any intersections.
Ministry of Transport	The New Zealand Government's principal transport policy advisor.
NZTA	**N**ew **Z**ealand **T**ransport **A**gency. Government agency responsible for overseeing land transport funding, transport policy, and management of the State Highway network.
Severity	Accidents are categorised according to the most severe injury sustained. In New Zealand four categories are used (non-injury, minor, serious and fatal injury).
Sight Distance	The distance (measured along the carriageway) over which objects or hazards are visible to the driver.
Traffic Volume	A measure of the number of vehicles passing a fixed point during a known period of time.

1.0 Introduction

Current New Zealand guidelines encourage the installation of painted centrelines and edgelines on rural roads. The Manual of Traffic Signs and Markings (MOTSAM) states that centrelines are desirable on all sealed rural roads, and edgelines are recommended on all rural roads with a sealed width of at least 6.6m (NZTA, 2009b). A typical rural road centreline and edgeline are shown in Figure 1.

Figure 1 Rural Road Edgeline and Centreline

These guidelines are in place as it is understood that the presence of markings is beneficial (Miller, 1992; Carlson et. Al, 2009). Markings can be beneficial in that they provide information to the driver about road alignment, help the driver maintain appropriate lane position and reduce mental effort (Steyvers and de Ward, 2000).

This thesis investigates the effect of pavement markings on speed. While the guidance provided to drivers by pavement markings may or may not reduce the frequency of certain types of accidents (discussed further in Section 2.2), no conclusive research has as yet isolated the separate effect of rural pavement markings on speed. This effect is important because if the presence of markings increases speeds, safety benefits assumed (via a reduction in frequency of certain crash types) may be more or less negated.

Research questions are:

1) How does the presence of a centreline on a rural road affect the speed distribution?
2) How does the presence of an edgeline on a rural road affect the speed distribution?

3) Are any observed differences more readily observed at night, or in the wet?

4) If the presence of pavement markings affects speed, how does this in turn affect traffic safety?

2.0 Background

The chapter puts current road engineering guidelines and practice into context by providing a brief description of the development of roads and traffic engineering through history. This is followed by a summary of tools used by modern traffic engineers to balance safety and mobility objectives. Speed management is discussed, including the relationship between speed and accidents. Some psychological theories of driver behaviour and speed choice are presented.

2.1 The History of Roads

Roads Before Cars

For as long as humans have had a need and want to travel, paths have developed. Predecessors of the modern road began as simple pathways as early as 10,000 B.C. in temperate areas. As the last ice age disappeared and animals began to migrate with improving climate, humans migrated with them, and travel became widespread by 8000 B.C.

From these earliest days of civilization and for many millennia to follow, paths and trails were trampled on existing ground and were wide enough to accommodate the people and animals who used them. Developments in transport included the invention of the wheel in around 5000B.C., the widespread use of wooden and then iron-wheeled carts by 700 B.C., and the development of horse riding with stirrups, saddles and horseshoes from A.D. 200 to 700 (Lay, 1992). Ancient routes were not designed so much as they were born out of mobility requirements for trade, commerce and military purposes.

Significant road links and networks were developed in China from around 300 B.C. (for example, the Silk Road between China and the Mediterranean), though in engineering terms the best developed of the ancient road networks was created by the Romans. Their combined use of concrete, of longitudinal drains, of a layered pavement structure and of slave labour, enabled relatively fast, cheap construction of good quality surfaces. By A.D. 200 some 50,000 miles of roads covered much of

Europe (Lay, 1992). These roads combined with marine routes to enable trade between regions of the Empire. The political motivation for the extension of the road network, and advancement of engineering in general, collapsed with the fall of the Roman Empire from around A.D. 400.
A feature of roman road networks still evident today is the effective hierarchy of streets, whether or not the network was planned in this manner (Marshall, 2005). At least three levels of road were constructed. Front-line roads served military and major trade routes; 'economic roads' connected smaller economic and administrative centres, and local roads connected farms and villages to larger roads.

There was little significant change in road engineering until larger scale cities emerged in the fifteenth century, requiring supplies such as food and raw building and manufacturing materials to be delivered from the countryside. Major advances over the following two centuries included the cambered cross-section developed by Pierre-Marie Tresageut in France in the late 1700s; the extension of Tresageut's principles through England by Thomas Telford in the early 1800s, including increased attention to drainage and stone quality; and the first use of a smaller diameter, interlocking stone basecourse by the Englishman John McAdam from 1816.

Along with advancing road engineering, the industrial revolution from approximately 1760 brought major changes in transport and society. The first steam train for public passengers and freight was in operation in England in 1825. By the mid nineteenth-century, one of the main purposes of roads was to provide links to the rail network. Until this time, modes of travel were in the main limited to foot, horse, various forms of horse-drawn cart or carriage, steam train and bicycle. Steam trains reached speeds of 60km/h on their designated tracks, but top speeds on roads never surpassed around 30km/h. The Shrewsbury Wonder stage coach (a public carriage drawn by teams of horses which were replaced at strategic points in the journey) claimed a speed record of 27km/h in the 1830s.

The Automobile Era

The arrival of the internal combustion engine in the latter half of the nineteenth century led to the progressive design of the motorcar. One of the first was designed by the German, Gottlieb Daimler, in 1885, a wooden vehicle capable of a top speed of 12km/h. Trains were preferred for long-distance travel into the early 20th century, while motor vehicles remained a luxury item for the wealthy. The mass production of automobiles accelerated with Henry Ford's assembly line construction method in the USA in 1918. From this time onwards, cars quickly became the preferred mode of transport.
As car technology advanced, travelling speeds increased. This necessitated the design of increased curve radii for comfort and safety. The McAdam pavement construction method remained popular, particularly on low volume rural roads, but on busy city streets, dust or mud often resulted. Bitumen-bound surfaces were not a new invention, having been explored since the 1700s, though they suffered cracking and deformation from metal horse shoes and iron wheels, and their use was therefore rare.

However, from the 1920s onward, the rapid increase in automobile production and use, the rapid decline in horse and cart transport, and the emergence of the pneumatic tyre supported development of cement and asphalt surfaces. They remain the preferred surface for granular pavements today. Roads of the automobile era are as variable in form and function as the authorities governing their design.

Much of the rural road network in developed countries now consists of relatively low volume, single carriageway, cambered, sealed pavements, with a layered granular base and drainage channels outside the sealed width. Many countries now have extensive intercity motorway networks; these are multi-lane roads with grass verges or solid median barriers separating traffic travelling in opposing directions. They have grade separated intersections, smooth changes of vertical and horizontal grade and designated recovery area for errant vehicles (free of potential hazards such as power poles and trees). At the opposite end of the road network spectrum, many low-volume and remote roads remain

unsealed, with single lane bridges and at times tortuous alignments which have changed little from their horse-and-cart-track predecessors.

2.2 Modern Traffic Engineering

The decisions of road and traffic engineers in the 21st Century affect the driving environment in many ways. Table 1 presents some of the most common interventions made by engineers in the transportation system and describes their purpose in fulfilling common transport policy objectives.

Table 1 Traffic Engineering Interventions

Intervention area	Purpose in enhancing access and mobility
Vertical and horizontal alignment	Flatter, straighter roads can increase speeds and reduce travelling distances, shortening travel times
Road furniture	Road furniture (such as kerbs and traffic islands) is used for a variety of purposes including drainage, delineation, pedestrian protection and guidance, traffic calming and aesthetics.
Pavement surface	While pavement surfacing does not directly enhance access and mobility, modern surfacing methods ensure long-lasting, reliable surfaces requiring regular but infrequent maintenance compared to unsealed surfaces.
Cross-section	Road cross-sections are designed to provide good drainage, so that the road surface is not compromised in wet weather. This helps maintain reliability of access and mobility for modern-day travellers.
Traffic control devices	Traffic control devices include signs, traffic calming devices (for example islands and vertical deflection devices) and markings used to control traffic movements. Their purpose is to control traffic so that safety and efficiency are optimised.
Intelligent Transport Systems	Intelligent Transport Systems are technologies such as electronic communications devices, implemented to improve traffic efficiency, thereby enhancing access and mobility.

2.3 Engineering and Speed

Each of the interventions outlined in Table 1 has the potential to affect travelling speed, through conscious decisions and unconscious processes. Psychological theories of driver behaviour are

discussed in Section 2.5. The potential speed effects of traffic engineering decisions are presented here.

Vertical and horizontal alignment

Historically, roads have followed the alignment of least resistance, with cutting and filling to avoid vertical and horizontal curves where the benefits for such effort was seen to be suitably greater than the cost. At the current time, new and existing roads are designed to provide consistent alignments. Isolated curves that are out of character with the surrounding road environment may be realigned to fulfill safety and efficiency objectives. Engineering of existing curves almost always results in higher curve negotiation speeds, which may nevertheless result in an improved margin of safety (Wong and Nicholson, 1992).

Road furniture

Primarily in urban areas, traffic calming (or local area traffic management) uses street furniture, road design and land use planning to create environments where appropriate speeds are encouraged.

Pavement surface

Pavement surface influences speed in terms of the mechanics of the tyre on the road, and also by providing audio and sensory feedback to the driver. Advances in both pavement and vehicle design have over time lead to a quieter in-car environment for a driver, which may encourage faster speeds than were previously observed.

Cross-section

Research suggests that some component of speed choice is directly proportional to carriageway width (Lewis-Evans and Charlton, 2005) and lane width (Yagar and Van Aerde, 1983). In urban areas, there is an increasingly popular trend towards purposefully narrowing the road carriageway and/or the traffic lanes to encourage low speeds. To date this trend has not transferred to rural roads, presumably due to the perceived risk associated with operating speeds.

A clear zone is a width either side of a sealed carriageway that is clear of potential hazards (for example power poles and trees), to allow drivers of errant vehicles to recover before striking such hazards. Engineering dictates the extent and slope of clear zones, where justified by economic appraisal. While it is clear that removal of roadside hazards reduces the incidence of hit-object crashes in a loss of control scenario, the effect of clear zones on speed, and therefore accident likelihood in general terms, is not so clear. It is possible that clear zones lead to increased speed, as they reduce the driver's perceived travel speed, relative to a road reserve full of trees, fences and other visual stimuli. Clear zones may also result in a reduction in perceived risk associated with loss of control at high speed, due to the lack of potential hazards.

Traffic control devices

Traffic control devices include signs, markings and traffic calming interventions. Speed signs provide guidance as to what speed might be appropriate and/or legal. In New Zealand, most rural roads have a posted speed limit of 100km/h, whether or not this is a safe travelling speed. Advisory speed signs communicate suggested safe curve negotiation speeds and are typically used where the curve design speed is significantly below the posted speed limit. Signs not directly related to speed can nevertheless affect speed choice, and indeed this is often their intention. For example, signs warning of a slippery surface, or roadworks ahead, are placed in the hope that drivers will be alert to the potential for changed conditions, and adjust their driving (namely, speed) where required.' Stop' and 'Give Way' signs at intersections affect intersection approach and negotiation speeds. Some research supports speed limits as effective speed management tools (Recarte and Nunes, 2002), though there is also evidence which suggests that detection and comprehension of warning signs is limited (Charlton and Baas, 2006).

Intelligent Transport Systems

Intelligent transport systems (ITS) are a relatively recent and fast-changing technology, involving electronic and communications tools to inform drivers and manage traffic. They can affect speed in a

variety of ways and it is likely that their usage and effectiveness will improve in the coming years. Variable speed signs are an example of an ITS solution where the regulatory speed limit can be changed, in response to traffic flow conditions, for example.

Pavement Markings

The installation of edgelines and centrelines has been shown to reduce the frequency of run-off-road crashes, as well as reducing the frequency of all night-time crashes. Studies vary in their estimates of the crash reductions gained through installation of markings. While one study found that installation of edgelines reduces crashes by 8% (Miller, 1992), another found no significant accident reduction (Ogden, 1992), while a meta-analysis cited a range of reductions from 4 to 66% (FHWA, 2007). International guidelines estimate that centrelines reduce the frequency of all crashes by 30 to 36% (FHWA, 2007 and Elvik and Vaa, 2004), though there is little research offered in support of these figures. The New Zealand guide for installation of markings on rural roads, RTS 5, states:

Centrelines can address lost control and/or head-on accidents by defining the centre of the roadway. No references to the expected accident reduction or BCR have been found. (Transit New Zealand, 2002)

The installation of pavement markings in New Zealand is controlled in legislation by the Land Transport Rule: Traffic Control Devices 2004, and subsequent amendments. Guidance for road controlling authorities is provided by the Manual of Traffic Signs and Markings (MOTSAM), Part II: Markings. MOTSAM sets out the types of markings to use based on traffic volume and sealed road carriageway. Despite these guidelines, the installation of centrelines and edgelines is inconsistent, particularly on non-State Highway (District Council) roads in New Zealand.

2.4 Speed and Accidents

Physics of Speed and Accidents

It is now widely accepted that travel speed affects both accident frequency and severity. Elvik et. al (2004) outlined a series of power models relating the expected frequency of accidents of a specified severity to average travelling speed. For example, the model for involvement in a fatal accident is:

$$\frac{Fatal\,accidents before}{Fatal\,accidents after} = \left(\frac{Speed\,after}{Speed\,before} \right)^4 \quad \textbf{1}$$

Equation 1 implies that for every one percent rise in speed, there is a corresponding 4% rise in the number of fatal accidents. Alternatively, if the average travelling speed could be reduced from 100km/hr to 90km/hr, a 34% fall in fatal accident numbers could be expected.

The first recorded traffic fatality involving a car happened in London in 1896 when a pedestrian was struck and killed by a car, reported to have been travelling under 10km/h (Mitchell, 1996). At the subsequent inquest, the coroner exclaimed that such an event should never be repeated (RoadPeace, 2009). The estimate for global road fatalities some one hundred years later in 1999 was 750,000 to 880,000 (Jacobs and Aeron-Thomas, 2000). The World Health Organisation (WHO) estimate that 1.2 million people will die in road traffic crashes in 2009 (WHO, 2009). In the intervening century, numerous changes in society and engineering have influenced the resultant road toll. Advances in car and road engineering have led to increased access to vehicles and extensive mobility. Dramatically increasing vehicle-kilometres travelled has inevitably led to a dramatically increased global road death toll. This toll is not as high as it might have been, however, due in no small part to the initiatives of engineers working to balance safety and mobility objectives. Some significant road safety initiatives introduced since 1900 are listed in Table 2.

Table 2 Road Safety Initiatives in the 20th Century

Year	Road Safety Initiative
1903	Seat belts first used (France)
1911	First centreline markings on roads (USA)
1917	First coordinated traffic signals
1925	Glass beads first used in traffic signs
1935	Reflectorised raised pavement markers introduced
1939	First law enacted with a blood alcohol concentration limit while driving (USA)
1970	Seat belts made compulsory for the first time (Australia)
1973	First air bag fitted in a car
1978	Anti-lock brakes first became available in cars

Adoption of the road safety initiatives listed in Table 2 continues to vary greatly in different jurisdictions around the world. Developing countries show the worst road toll statistics due in part to rapidly increasing mobility, acquired without many of the engineering benefits realised in the developed world.

In many first world countries today, two common causal factors identified in accidents are alcohol impairment and inappropriate speed. Driving under the influence of alcohol is addressed primarily through education and enforcement. Engineers can have little direct influence on the behaviour of the drunk driver, though the speed at which they, and all drivers travel, is to some extent influenced by the road environment. The part engineers might play in speed management is discussed further in Section 2.3.

New Zealand Accident Trends

In 2008 in New Zealand there were 39,907 reported road traffic accidents in total. The severity of reported road accidents in New Zealand is defined for reporting purposes as non-injury, minor injury, serious injury or fatal injury. Of these, 31% of all accidents and 73% of fatal accidents occurred on

rural roads. Of the 242 fatal accidents, excessive speed was identified as a contributing factor in 84 accidents. This judgment takes place when a police officer attends the scene of an accident. Where speed is not identified as a contributing factor, it is nonetheless likely that had the speed of any of the vehicles involved been slower, a collision may have been avoided, or any injury may have been less severe.

Speed Management

Traditionally, authorities have attempted to manage speed using engineering, education and enforcement initiatives. Education is used to train novice drivers through new driver training programmes and testing, and to influence all drivers through advertising campaigns. Police enforcement is used in combination with regulated posted speed limits to punish illegal behaviour, through subjective assessment of 'careless' or 'dangerous' behaviour, and objective monitoring such as speed cameras. Engineering measures, as discussed in Section 2.2, affect the physical layout and alignment of the road, and to a lesser extent, the surrounding environment.

A high proportion of accidents occur on horizontal curves. Of 39,907 reported crashes in 2008 on New Zealand, 23% were categorized as head-on or loss of control on bends. Turner and Tate (2007) investigated accidents on rural horizontal curves and found that the best predictors of negotiation speed were the curve radius and the approach speed environment over the preceding 500m. This finding suggests that speed management on straights as well as curves can affect the curve crash rate.

2.5 The Psychology of Speed and Driving

Inappropriate Speeding: Intentional and Unintentional

The ultimate aim of speed management through engineering, education and enforcement is to have a road network where speeds are appropriate for the conditions such that accidents are avoided (insofar as inappropriate speeds contribute to accidents). Inappropriate speeds arise from two separate conditions; intentional and unintentional speeding.

Intentional speeding is a conscious decision to drive faster than is appropriate for reasons such as pleasure-seeking or being in a rush. Intentional speeding includes driving too fast for the conditions even though the selected speed may be below the posted speed limit. If drivers do not feel that they are making a poor decision, that is, they are speeding on purpose, their speeding is best addressed by targeted enforcement. Only limited benefits can be gained through engineering to discourage intentional speeding. On the contrary, many engineering treatments which set out to improve a rural road alignment provide increased opportunity for excessive speed. The net safety benefit of such improvements is at times unclear.

Unintentional speeding arises either due to inexperience in the case of novice drivers, or due to the driver relying on cues from the road environment without explicit awareness. In cognitive psychological terms, information from the road is used to form mental schemata and scripts.

Schemata relate to spatial information. To save mental effort, drivers subjectively categorise types of roads, and an automatic behavioural response is evoked. Features such as concrete median barriers, multiple traffic lanes in each direction and grade-separated interchanges are clear cues that the road is a motorway and therefore of a high standard. Narrow, unmarked country lanes with little traffic and few buildings indicate a lower standard of road where the alignment (and adjacent environment) are likely to be less forgiving.

Scripts relate to the processing of information over time. They are based on sequences learned through experience. When driving, the brain uses road cues from the environment to draw on stored schemata, which in turn trigger scripts to make unconscious predictions about what lies ahead. Much of the driving task is governed by these automated, unconscious processes (e.g. Summala, 1996). This is because of the nature of driving as a well-practiced task. Over time, processes such as gear changes, maintenance of speed and lane position, and turning a corner, become automated. The use of

schemata and scripts based on cues from the road environment to automate the driving task is referred to as subjective road categorisation.

Error Types

Intentional and unintentional speeding involve different types of errors. Reason (1990) defined violations, mistakes and attention slips (or lapses) in general terms as three distinct error types. In driving terms, violations are intentional actions carried out to fulfil motives such as pleasure-seeking, for example intentional speeding beyond the posted speed limit. The consequences of violations can be intended (for example, intentional loss of traction ('drifting') around a bend in the road) or unintended (for example, loss of control at high speed leading to a collision). Mistakes are intentional actions carried out in ignorance, with unintended consequences. For example, a novice driver might use the accelerator instead of the brake when confronted with a hazard in the road such as a wild animal or a fallen tree. Slips are unintentional actions arising as the result of a well-practiced, automatic response, for example increasing speed within an overtaking lane due to the effect of a wider overall carriageway. At least one of these error types can be attributed wherever speed is a contributing factor in an accident. Of all three error types, slips are the most common cause of accidents in general, and violations result in the highest proportion of fatal accidents (Charlton et. al, 2003).

The Speed Choice Decision

The speed that a driver selects at any given instant is the product of a complex combination of conscious decisions and unconscious processes. As well as choices relating directly to speed, drivers make many other decisions where speed is affected indirectly. Errors arising from different components of the speed choice decision are shown in Figure 2. Note that it is not suggested that the proportions shown in Figure 2 are fixed.

Figure 2 Error Types, Causal Factors and Fixes

Figure 2 suggests that speed choice errors are related to a combination of a driver's experience and personality, as well as their human condition. While enforcement and education can (and do) address violations and mistakes, they do little to address the incidence of slips. Education can build experience, and enforcement can provide incentives for good conscious decision making, but neither can fundamentally change the human condition. Rather than looking to change the nature of being human, engineering can influence error frequency and consequence by providing a road environment that is consistent with driver expectations, and by making that environment forgiving, should a slip, or indeed a mistake or violation, occur. That is, engineering can take advantage of accumulated understanding about how drivers behave in order to design a system that affords good driver behaviour in the first instance, and secondly, mitigates the consequences of accidents arising from all error types.

Speed Choice Theories

It is not surprising that the complexity of the driving task, combined with the prevalence of driving as an everyday activity, has led to the development of several theories of the psychology of driver behaviour. The most prevalent theories are discussed below.

Risk-based Theories

It has long been observed that the safety effects of improvements in vehicle and traffic engineering do not necessarily directly lead to a commensurate improvement in road safety. For example, Gobson and Crookes (1938) found that drivers with improved brakes, compared to other cars, delayed their braking, limiting the safety benefit of the vehicle improvement. The theory of risk homeostasis, first published by Wilde (1982) and developed and debated since, proposes that accident rate is related to the target risk level sought by a driver or by society as a whole. Therefore if improvements to the driving system change a driver's perception of risk, the theory suggests that they will adjust their behaviour to maintain the risk at their original (and unchanging) target level. Risk homeostasis implies that safety interventions are inconsequential and will not achieve improvements in safety.

Risk homeostasis has been debated extensively and it is now widely accepted (for example OECD, 1990) that while drivers may adapt at some level to perceived changes in the driving task brought about by a certain safety intervention, this behavioural adaptation does not necessarily completely negate the safety benefit of the intervention.

Summala (1992) developed his own earlier research into the zero-risk theory. This proposes that people drive to maintain a certain safety margin. The zero-risk theory states that drivers are not constantly adjusting their risk because of the nature of driving as a habitual, largely automated activity. That is, ordinarily, drivers stay well within their safety margin, and it is only once that margin is exceeded that they will adjust their behaviour.

Hierarchical and Task-Capability Models of Driver Behaviour

Functional hierarchies explain the driving task in terms of levels of decision making. Common functional tasks include strategic planning (e.g. which series of streets to use), tactical performance of manoeuvres (e.g. turning across traffic at an intersection), and low-level operational vehicle control (e.g. changing gears) (Rothengatter, 2002). Hierarchical models assume that lower-level tasks must be successfully completed to enable completion of higher-level tasks.

Fuller (2000) developed the task-capability model, which relates primarily to accidents caused by a driver losing control. This theory assumes an interface between the demands of the driving task and the momentary ability of the driver. When the driving task demands more than the driver's momentary ability, the driver loses control of the vehicle. This theory is similar to risk based theories, though it goes further by proposing that the threat of losing control (due to either rising task demands, or reducing momentary ability) might prompt a driver to change their situation, by making their task less demanding (for example, by slowing down or stopping a conversation).

Theories of driver behaviour can be helpful in explaining processes potentially at work in the mind of a driver. The finding common to all theories of driver behaviour is that driver behaviour is complex and not simply explained. Accidents are, after all, rare events. Even at New Zealand's most 'high risk' accident sites (where 'high risk' is defined as the highest number of reported injury accidents per vehicle-kilometres travelled, compared to other sites), millions of drivers successfully negotiate the site for every injury-causing collision. Models of driver behaviour are yet to predict where and when such accidents might occur, as the following quote explains:

"The focus on the role of human error has led many psychologists to devote large amounts of energy to creating complex and not very useful models of road user behaviour. Most of these models are only descriptive and are thus neither predictive nor verifiable. They tend to take the form of complex flow diagrams, which often state little more than that human behaviour is not straightforward and that a lot of factors influence it''. (Carsten, 2002)

Despite this stated non-usefulness of driver behaviour models, engineers in the 21st century are seeking to understand more of driver behaviour to further improve safety on roads. Whether the practice is supported by models or not, many guidelines in transportation now support the 'Safe System' approach (e.g. Environment Waikato, 2009). A common objective of such systems is to work towards self-explaining roads. This objective is discussed further below.

The New Paradigm: Self-Explaining Roads

Designs of road systems in line with road user expectation, with safety considered as a system property, were studied from the late eighties (e.g. Rimersma, 1988; Theeuwes, 1989). Roads that elicit

safe behaviour by design were first referred to as self-explaining roads in the 1990s (e.g. Theeuwes and Godthelp, 1995). Since that time, considerable research has taken place looking at the components of self-explaining systems generally, and road environments in particular.

A self-explaining road will answer several questions about what drivers might expect to encounter, for example:

- What is the likelihood of encountering slow moving traffic, for example bicycles?
- Are crossings and exits clearly marked and appropriate for the speed environment?
- Is the speed environment consistent; am I going to need to brake to negotiate isolated out-of-character curves?

In rural environments, motorways are the best example of self-explaining roads. There are no crossings, and exits and entries are grade separated with long merge and diverge tapers to maintain consistently high speeds for all traffic. Bicycles and other slow moving vehicles are barred. The horizontal and vertical alignments are designed to allow consistent speeds, with no out of character curves, and therefore no advisory speeds below the posted speed limit. Signs and markings are retro-reflective, so visual cues are visible at night time. The main aspect of motorways that makes them self-explaining is the consistency of application of these principles. It is simply not accepted to have an at-grade crossing on a motorway, or a 50km/h horizontal curve in an otherwise 100km/h posted speed limit environment. While signage, marking and access guidelines are provided for other forms of rural road, their application varies wildly.

2.6 Research Purpose

Despite significant advances in vehicle engineering since the invention of the automobile over one hundred years ago, road accidents remain one of the primary causes of accidental death worldwide with an estimated 3,000 people dying on world roads every day in 2009 (WHO, 2009). Cars and other road vehicles are designed for a human market and therefore to appeal to human desires of comfort and mobility. Modern rural road design guidelines tend to encourage increasing vehicle speeds by

advocating wide lanes and carriageways, clear delineation and smooth surfaces. The same guidelines acknowledge that loss of control is a common accident type by recommending that roadside hazards be removed, and that clear zones with shallow gradients be provided. These clear zones are intended to be easily navigable in the event that a driver leaves the sealed carriageway.

Given that speed is directly proportional to the likelihood of accident involvement, road engineering should allow mobility while encouraging safe travelling speeds. As discussed in Section 2.3, in a high speed rural road environment, if the average travelling speed could be reduced from 100km/hr to 90km/hr, a 34% fall in fatal accident numbers could be expected. Drivers do not necessarily choose their specific speed at any given instant, as discussed in Section 2.4. Instantaneous speed choice is a complex combination of conscious decisions and unconscious processes. Drivers are human and therefore make mistakes, errors and slips. The challenge for engineers then is to provide a road environment that encourages safe travelling speeds, while maintaining a forgiving cross-section.

As discussed in Section 1.0, pavement markings can be beneficial in that they provide information to the driver about road alignment, help the driver maintain appropriate lane position and reduce mental effort (Steyvers and de Ward, 2000). Markings are also attractive to the engineer as they are relatively very cheap to install. However, it may be that the guidance provided by pavement markings affects driver speed choice, such that increased delineation leads to increased speeds. This effect has received limited attention in international literature, and has not been systematically investigated on New Zealand rural roads.

Given that the installation of centrelines and edge lines on New Zealand rural roads is not always consistent with guidelines, there are likely to be examples where the roads are similar in every way, but with pavement markings differing. This situation presents the opportunity for research to isolate the effect of pavement markings on speed.

If pavement markings are shown to affect speed, it is irrelevant to the safety question which theory of driver behaviour is represented by this effect. It may be that the absence of markings increases a driver's perception of risk, encouraging him/her to slow down. It may be that a certain type of marking indicates to a driver a certain standard of road through subjective road categorization. It is also possible that different drivers perform the driving task with different conscious and unconscious objectives. Drivers' motives may change over time, within a single journey and throughout the driver's life. This research does not purport to prove one theory of driver behaviour over another. It looks instead at the physics and reality of collisions and road engineering, and asks what the latter might do to affect the frequency and severity of the former, bypassing much of the complex interaction between the two.

The usefulness of this research will be in terms of guidelines for the implementation of rural road pavement markings to optimise safety.

3.0 Study Methods

This section discusses the methods used to study the effect of pavement markings on speed. A matched pair study grouped sixteen sites into eight pairs. A before/after study looked at one of these sites (with centreline) before and after the installation of an edgeline.

3.1 Matched Pair Study

To test the effect of pavement markings on speed, the experiment requires site comparisons where the only difference between sites is the pavement marking condition. The use of a driving simulator was ruled out due to time and cost issues. A matched pair study was the chosen study method. In a matched pair study, pairs are chosen to be as similar as possible, with only the test condition differing between sites in each pair. In this case, pairs were matched over a range of measurable parameters as discussed below, and to have a similar subjective 'look and feel'. This was to mitigate any unknown effects of landscape or type of countryside on the observed speed distribution.

Site Selection

Sixteen sites were selected for speed surveys, making eight pairs. Six criteria were used for site selection in general. These were road controlling authority, speed limit, road alignment, number of lanes, separation from intersections and clear zone characteristics. Two further criteria, marking type and carriageway width, were then used to group sites into matched pairs. Criteria are discussed here, including criteria investigated but rejected (traffic volume and same road).

Road Controlling Authority

Sites were selected within the Waikato District Council Road Controlling Authority (RCA) boundary. This was primarily for practical reasons; the sites would all be within a reasonable driving distance of each other for inspections, and an RCA database could be used to find potential pairs based on reported carriageway width and traffic volume. Having sites located reasonably near to each other also meant that a similar vehicle mix could be expected. State highways were excluded as they tend to be consistent in the presence of centrelines and edgelines, are on average more than one metre wider

than district council roads, making pairing difficult, and their traffic composition is likely to be different from that on district council roads. There were sufficient examples of all delineation combinations on district council roads not to require any state highway road sites.

Speed limit

The posted speed limit was to be 100km/h. While most New Zealand rural roads have a 100km/h posted speed limit, there are some exceptions, which were excluded from the study.

Road alignment

Horizontal and vertical alignments contribute to the design speed of road elements and are therefore directly related to speed choice. For this study, flat straight sections of road were selected for speed surveys, with flat, straight approaches of a minimum of 300m upstream and downstream. This distance was chosen based on Austroads (2006).

Number of lanes

All sites were to be single carriageway. This excludes overtaking lanes, turning bays and acceleration lanes.

Marking type

Sites were to show no markings (four sites), centreline only (eight sites), or centreline plus edgeline (four sites). All markings were to be 100mm wide and painted white. Painted centrelines were to comprise a 3.0m dash and 7.0m gap between dashes. Edgelines were to be continuous. No structured or thermoplastic markings were included. No sites with yellow overtaking lines were included, though as these are present in New Zealand only within passing lanes or where vertical sight distance is restricted, they were ruled out through the ‘alignment’ and ‘number of lanes’ criteria above.

Separation from intersections

As far as possible, the intention of the study was to capture free travelling speeds on rural road midblocks. Sites were selected to be 500m from any road intersections so that accelerating and decelerating movements were minimised. This separation distance was chosen based on Austroads (2006). Safe stopping sight distance is defined as is the minimum line of sight distance measured from the driver's eye 1.05m above the road, to an object on the road situated in the centre of the same traffic lane. The distance required for a 100k/h operating speed is 170m. Therefore it was assumed that a survey taken 500m, or approximately three times this distance away from any intersection would preclude vehicles slowing down for, or speeding up from a turning movement.

The separation from intersections does not include farm and residential accesses, which are numerous on the roads where the study is centred. The effects of these accesses on surveyed speeds were assumed to be both small in number relative to all vehicles surveyed, and similar in proportion across all sites, therefore mitigating their effect on comparative results.

Clear zone characteristics

Side friction present in the road clear zone can affect speed choice by altering a driver's perception of how fast they are travelling (Yagar and Van Aerde, 1982). Therefore sites within each matched pair were selected so that the clear zone was similar. Sites with large hedges or lines of trees in the clear zone were avoided. All sites had a similar country 'feel', with a combination of grass berms, post and wire or post and rail fencing or low hedges, occasional clusters of trees or other vegetation, and swale drains.

Carriageway width

Increasing carriageway width leads to both increased observed speed (Yagar and Van Aerde, 1983) and increased perceived safe speed (C. Goldenbeld, I. van Schagen, 2007). Carriageway width was to be matched as far as possible between sites within pairs. Roadmarking standards have lane width as one of the criteria for increasing delineation (Austroads, 2006), therefore in general, wider roads have

more delineation. However, there is inconsistency in the application of standards, meaning it is possible to find sections of comparable carriageway width with different markings. While research is not clear regarding the difference in width required to produce an increase in average travelling speed, a measured difference of 0.5m at the survey site (with no further variation on this width over the preceding 500m) was considered an acceptable value.

Traffic volume

It is known that average speed reduces as traffic volume increases, due to the effect of traffic interaction. For this study, analysis is based on free speed, therefore it was not considered necessary to match pairs on the basis of traffic volume.

Same road

To counter the effect of driver / personality characteristics on speed choice, ideally the second site in a pair should be downstream of the first, such that the majority of subjects have driven through both sites. However, few suitable roads were found where the marking changes at a point along its length. Moreover, in many instances the change in marking is accompanied by another change in the road, for example carriageway width, or the road passes a major intersection. A change in road width makes for unmatched pairs, and a major intersection would divert much of the traffic, making the criterion redundant. Therefore while it would have been good to have sites within a pair along the same road, provided all other matching criteria were met, it was not considered essential.

Sites were selected using a combination of street maps, internet mapping software and site visits. Mapping software (Google Streetview®) was used initially to select potential sites based on delineation presence and clear zone features. Sites within pairs were also chosen to be a maximum of ten kilometres apart, to capture similar vehicle types. Each potential site was visited to check selection criteria. Potential sites were photographed and sealed carriageway width was measured (to the nearest 0.25m). Several sites were rejected based on width measurements, proximity to intersections,

horizontal or vertical curves, or their proximity to otherwise significantly different estimated speed environments (for example, sections of unsealed road).

Site Details

Based on site visits and the selection criteria discussed, sixteen sites were selected to form eight matched pairs. The criteria used to match pairs (marking type and lane width) as well as specific site location are shown in Table 3. Site codes were developed as follows:

EC = edgeline + centreline (four sites)

CL = centreline only (eight sites)

NM = no markings (four sites)

Table 3 Matched Pair Site Summary

Site Code and Street Name	Markings	Location	Carriageway Width (RAMM)	Carriageway Width (Measured)
1EC Whitikahu	Edgeline and centreline	Letterbox #186	8m	7.25m
1CL Boyd	Centreline only	Letterbox #151	7m	6.75m
2EC Bankier	Edgeline and centreline	Letterbox #260	7m	6.75m
2CL Bankier	Centreline only	Letterbox #366	6m	6.75m
3EC Orini	Edgeline and centreline	Letterbox #1574	6m	7.25m
3CL Orini	Centreline only	Letterbox #1490	6m	6.75m
4EC Te Kowhai	Edgeline and centreline	Letterbox #653	8m	7.00m
4CL Horotiu	Centreline only	Letterbox #439	7m	6.75m
5CL Duck	Centreline only	200m from Te Kowhai Rd	6m	5.75m
5NM Lindsay	No markings	Letterbox #172	5m	5.50m
6CL Sainsbury	Centreline only	Letterbox #150	6m	6.00m
6NM Greenhill	No markings	100m east of Letterbox #72	6m	5.50m
7CL Bedford	Centreline only	Letterbox #279	6m	6.00m
7NM Crawford	No markings	Letterbox #234	5m	5.50m
8CL Tenfoot	Centreline only	Letterbox #39	7m	6.50m
8NM Law	No markings	2000m from Whitikahu Rd	6m	6.25m

Figure 3 shows the location of the survey area within the North Island of New Zealand, and the approximate location of the sixteen surveyed sites relative to each other. Bold lines on this map

represent State Highways. Figure 3 is a relief map, revealing that all sites were located in relatively flat terrain.

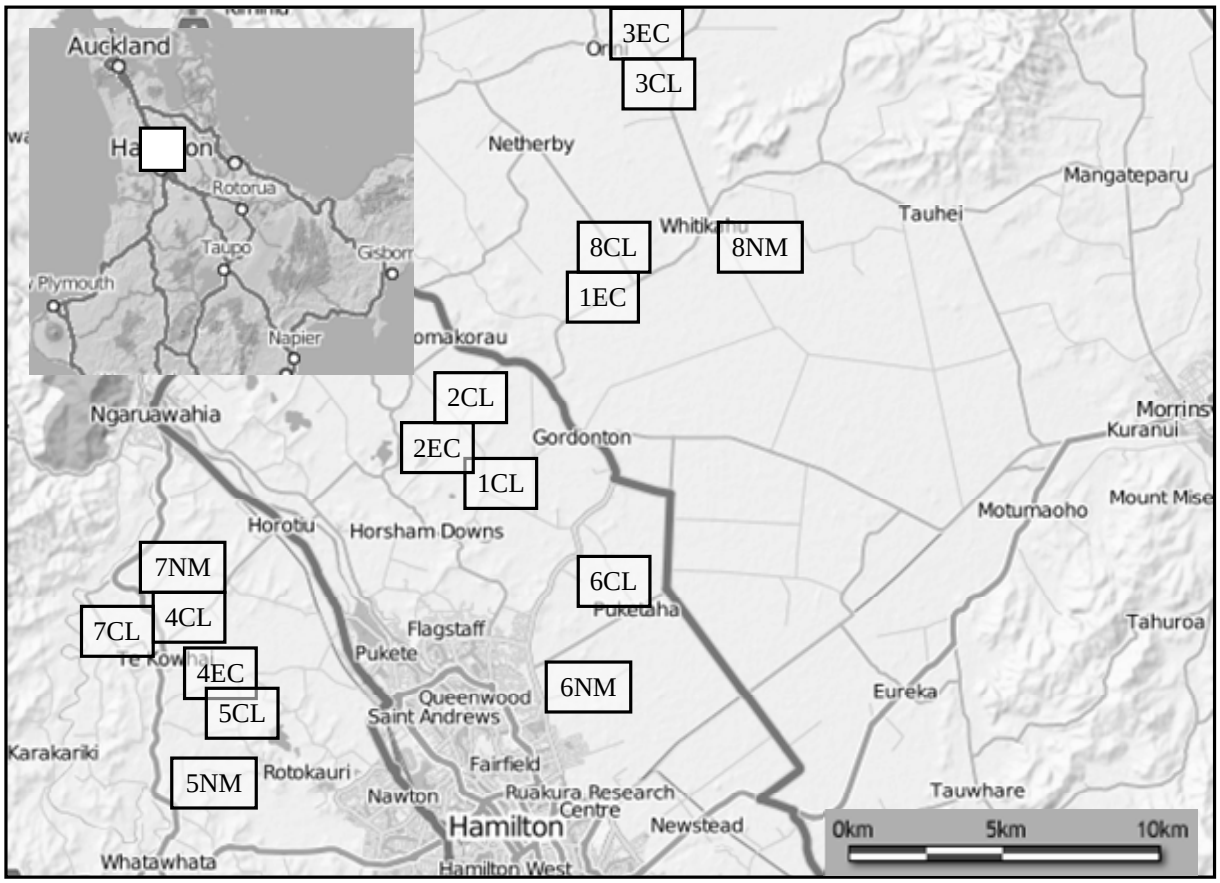

Figure 3 Study area (inset) and survey locations

Figures 4 to 11 summarise each matched pair, showing specific map location (indicated by a circle), and a photograph of the driver's view of the road downstream of the survey site. Maps include a scale to show separation from intersections and horizontal curves.

Figure 4 Sites 1EC Whitikahu (top) and 1CL Boyd (bottom)

Sites 1EC Whitikahu and 1CL Boyd are located northeast of Hamilton. They are approximately 5km apart. Both roads service farmland, country lifestyle blocks and rural villages. Boyd Road and Whitikahu Road both intersect Gordonton Road (State Highway 1B) near Gordonton.

Figure 5 Sites 2EC Bankier (top) and 2CL Bankier (bottom)

Sites 2EC and 2CL are both located on Bankier Road, northeast of Hamilton. They are approximately 3km apart. Bankier Road services farmland. It extends from Horsham Downs Road, approximately 3km from Waikato District Council's boundary with Hamilton, to Gordonton Road (State Highway 1B).

Figure 6 Sites 3EL Orini (top) and 3CL Orini (bottom)

Sites 3EC and 3CL are both located on Orini Road, approximately 25km northeast of Hamilton. They are approximately 1.5km apart. Orini Road services farmland and rural villages. It extends from Taupiri, approximately 15km west of Site 3EL, to Whitikau Road, approximately 8km south of Site 3CL.

Figure 7 Sites 4EC Te Kowhai (top) and 4CL Horotiu (bottom)

Sites 4EC Te Kowhai and 4CL Horotiu are located west of Hamilton. They are approximately 4km apart (by road). Both roads service farmland, country lifestyle blocks and rural villages. The map showing Te Kowhai Road in Figure 7 shows a slight horizontal curve at the survey site. No such curve is evident on site. Te Kowhai Road and Horotiu Road both intersection Ngaruawahia Road (SH39) west of the survey sites.

Figure 8 Sites 5CL Duck (top) and 5NM Lindsay (bottom)

Sites 5CL Duck and 5NM Lindsay are located west of Hamilton. They are approximately 4km apart (by road). Both roads service farmland, country lifestyle blocks and rural villages. Duck Road and Lindsay Road both intersect Laxon Road.

Figure 9Sites 6CL Sainsbury (top) and 6NM Greenhill (bottom)

Sites 6CL Sainsbury and 6NM Greenhill are located east of Hamilton. They are approximately 8km apart (by road). Both roads service farmland. Sainsbury Road extends north from the village of Puketaha, which is on Whitikahu Road approximately 4km east of Gordonton Road. Greenhill Road is a 4km-long no-exit road off Gordonton Road approximately one kilometre south of Whitikahu Road.

Figure 10 Sites 7CL Bedford (top) and 7NM Crawford (bottom)

Sites 7CL Bedford and 7NM Crawford are located east of Hamilton. They are approximately 3km apart. Both roads service farmland and country lifestyle blocks. Crawford Road extends east of Ngaruawahia Road (SH39), approximately one kilometre south of the intersection of SH39 with Bedford Road.

Figure 11 Sites 8CL Tenfoot (top) and 8NM Law (bottom)

Sites 8CL Tenfoot and 8NM Law are located approximately 15km northeast of Hamilton. They are approximately 3km apart. Both roads service farmland. Tenfoot and Law Roads both intersect Whitikahu Road.

Speed Surveys

Each site was surveyed with Metrocount automatic tube counters from Friday 20th February to Friday 27th February 2009. The Metrocount system is made up of rubber pneumatic tubes to detect axles and a roadside data logging unit. Individual axle passes are recorded and interpreted to identify individual vehicles. Metrocount records many characteristics of vehicles passing over the tubes, for example individual vehicle speed, time of day, vehicle class (based on number of axles) and direction.

The counters were set up by survey staff from Hamilton City Council. Each site was checked during the week by survey staff, to ensure correct operation. Staff were provided with maps and instructions to pinpoint the precise location for each set of tubes.

Each site was also checked by the author during the week to make sure it was positioned correctly. The tubes for one site (8B, Law Road) were placed in the wrong position, too close to a major intersection (150m south of Whitikahu Road). The tubes for site 7A (Bedford Road) were placed in the wrong position, too close (300m separation) to a section of unsealed road. The tubes for these two sites remained in place for the remainder of the week but their data was discounted. There was no opportunity to re-survey these sites. Sites were also checked to ensure no roadworks or temporary traffic management was in place. No differences to normal road conditions were observed.

3.2 Before / After Study

A before/after study was carried out to strengthen study results, given inevitable differences between sites in the matched pair study. The best example of a matched pair for this study is a site matched with itself, before and after a change in the pavement marking condition – that is, a before/after study.

Ideally, several sites would be tested in a before/after study, but due to time and practicality constraints (pavement marking is at the discretion of the local road controlling authority, in this case, the Waikato District Council), only one site was studied. Boyd Road (Site 1B), which had a painted centreline only, had an edgeline added several months after the matched pair survey. This provided the opportunity for a subsequent survey to assess any effect on speed of the addition of the edgeline. Figure 12 shows Boyd Road before and after installation of the edgeline.

Figure 12 Boyd Road Before (left) and After Edgeline Installation

Boyd Road was surveyed, with the same automatic tube count used for the matched pair study, from Thursday January 14th to Saturday January 23rd 2010. Daylight and weather conditions were very similar to the original (matched pairs) survey which was carried out Thursday February 20th to Friday January 27th 2009. For comparison purposes, the same eight day period (Thursday to Friday) was used in analysis for both surveys.

The site was checked during the week to make sure it was positioned correctly, and to ensure no roadworks or temporary traffic management was in place. No differences to normal road conditions were observed.

4.0 Results

4.1 Data Preparation

Data from site surveys were converted from Metrocount Output files to an Excel spreadsheet. The raw data as collected were presented in a chronological list of vehicle passes. To separate free speeds, a sensitivity analysis was carried out to determine a headway threshold, above which vehicles could be assumed to be travelling freely. Data were firstly separated by direction. The mean speed of vehicles with headways of one, two, three and four seconds was significantly lower than the overall sample mean (*t*-test, $\alpha = 0.05$). This is because the speed of platooned (following) vehicles is limited by the vehicle leading the platoon, lowering the overall average speed. The mean speed of vehicles with headways of five seconds or more was not significantly different to the mean speed of the sampled population (*t*-test, $\alpha = 0.05$). Therefore five seconds was selected as the threshold headway for free speed. All vehicles with a separation of five seconds or greater to the vehicle in front were included in the screened data set.

While the mean speed for each site ranged from approximately 68km/h to 97km/h, each site had recorded speeds ranging from below 30km/h to above 140km/h. Although it can be debated whether all of these speeds should be included in data analysis, the goal of the project was to investigate the unconscious effects pavement markings can have on drivers' speed choice, as discussed in Section 2.5. It is not possible to infer from speed data alone, whether drivers are using conscious or unconscious processes to make their speed choice. It is arguable however that drivers travelling below 30km/h and above 140km/h on a straight, flat road in a rural environment are making a conscious decision to do so, for reasons outside of the scope of this study. Importantly, it is unlikely that such speed choices are influenced by pavement markings. Due to the complexity of speed choice, it is not possible to define any other than arbitrary minimum and maximum speed values, outside of which primarily conscious processes are governing speed choice.

One statistical criterion used to identify outliers is values greater than 1.5 times the interquartile range away from the 25th and 75th percentile values (Field, 2005). This criterion was used to identify outlying speeds for this study. This method permits a wider data range in samples with more inherent variation, and a smaller range for samples with less variation. The range of speeds for analysis over all sites before removal of outliers was 150km/h (10km/h to 160km/h). After removal of outliers the range was 116km/h (18km/h to 134km/h).

After screening for platooned vehicles and outliers, the dataset included 58,366 speed values over 14 sites, ranging from 909 to 13,214 values per site. Random samples of these data were collected for analysis in SPSS (SPSS, 2001) to provide even amounts of data across each site ($n = 800$). An even number of values representing light, dark, wet and dry conditions were taken from each site. Six random dataset samples were collected and each piece of analysis was carried out six times with different datasets. This was to ensure that the random samples themselves were not unrepresentative of the sample populations. Sampled data is included in **Appendix A**. Metrocount summary information is included in **Appendix B**.

4.2 Pavement Marking Effects

The speed distribution across all sites and including all screened data is shown in Figure 13.

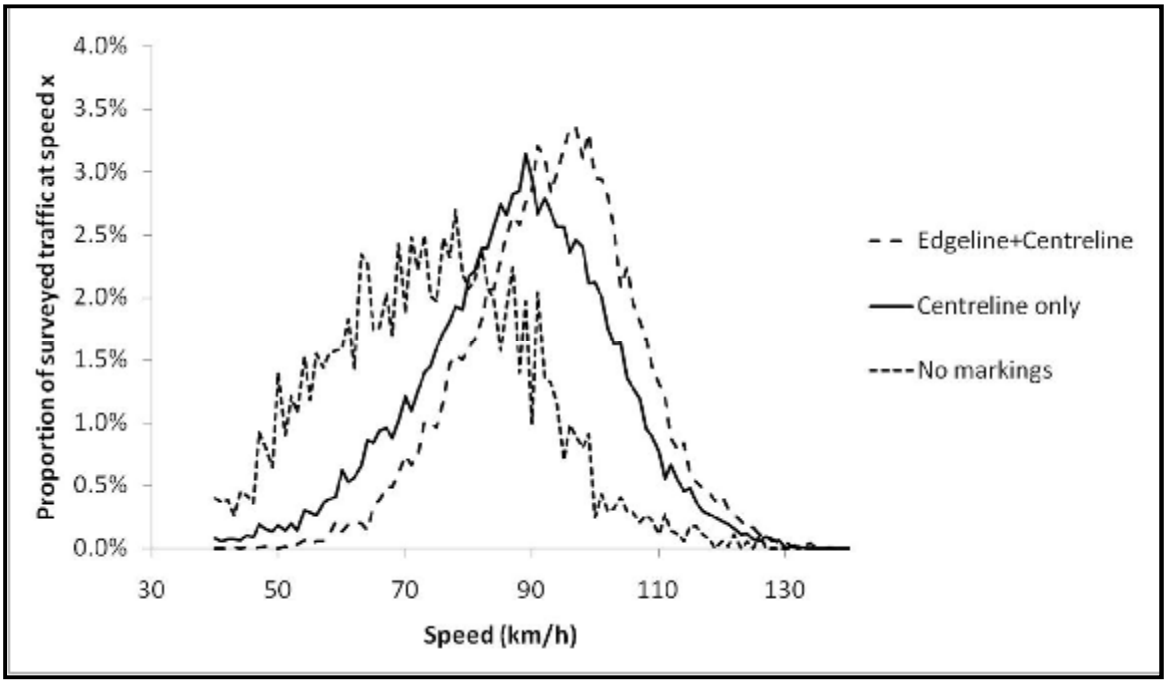

Figure 13 Speed Distribution across All Sites

Figure 13 shows that overall for the sites studied, increasing delineation correlates with increasing speeds. Summary statistics based on the data in Figure 13 are shown in Table 4.

Table 4 Summary Statistics for All Screened Matched Pairs Data

Site Marking Condition	Mean Speed (km/h)	Mean Speed Difference between Marking Conditions (km/h)	Coefficient of Variation
Edgeline + Centreline	93.3	6.5	0.09
Centreline Only	86.8		0.08
Centreline Only	86.8	14.9	0.07
No Markings	71.9		0.06

Prior to analysis of variance (ANOVA), a Levene's test of homogeneity of variance was carried out between all pairs. Homogeneity of variance could not be assumed for any pairs ($14.0 < F < 52.2$ across all comparisons, with maximum $\alpha = 0.001$). Therefore a data transformation (Tamehane's T2) was used prior to each ANOVA analysis. In any case, the large sample sizes used meant that there was little difference in results (and no difference in significance) with or without use of a data transformation tool.

The overall mean speed difference between sites and its significance is summarised in Table 5.

Table 5 One-way Independent ANOVA Results for Marking Conditions

Comparison	Mean difference (range across six random samples, km/h)	Significance: Alpha value	95% Confidence Interval of difference (average lower and upper bounds)
Edgeline + Centreline vs. Centreline Only	7.2	<0.001	6.0 – 8.4
Centreline vs. No Markings	13.7	<0.001	12.0 – 15.5

These results show a clearly significant difference between sites with different marking conditions. Centreline + edgeline sites showed a mean speed 7.2km/h faster than centreline-only sites, which in turn showed a mean speed 13.7km/h faster than sites with no markings. The ANOVA summary statistics across all sites are shown in

Table 6.

Table 6 Independent ANOVA Statistics across All Sites

Source	Type III Sum of Squares	Degrees of Freedom	Mean Square	F statistic	Significance (Alpha value)	Partial Eta Squared
Corrected Model	757646.142	13	58280.472	190.913	0.000	0.182

Table 6 shows that overall, sample data showed a significant marking effect. The F statistic is very high. The effect size statistic (estimated by Partial Eta Squared) suggests that 18.2% of the variation in speed across all sites was due directly to the pavement marking condition (i.e. edgeline + centreline, centreline only, or no markings).

It is important to note that the differences discussed apply to sites with varying sealed carriageway width. While width was matched within 0.5m between sites in each pair, there was 1.75m total variation in width across all sites, ranging from 5.50m to 7.25m. This bias is largely removed in the pair-wise analysis below.

4.3 Differences between Pairs

Figure 14 shows the difference in mean speed for Pairs One to Four, that is, sites with an edgeline and centreline compared to centreline-only sites. This figure shows that for Pairs One and Three, there was a fall in mean speed accompanying a decrease in delineation. The sites with edgeline and centreline showed higher speeds than those with centreline only. Pairs Two and Four showed small increases in speed accompanying the decrease in delineation.

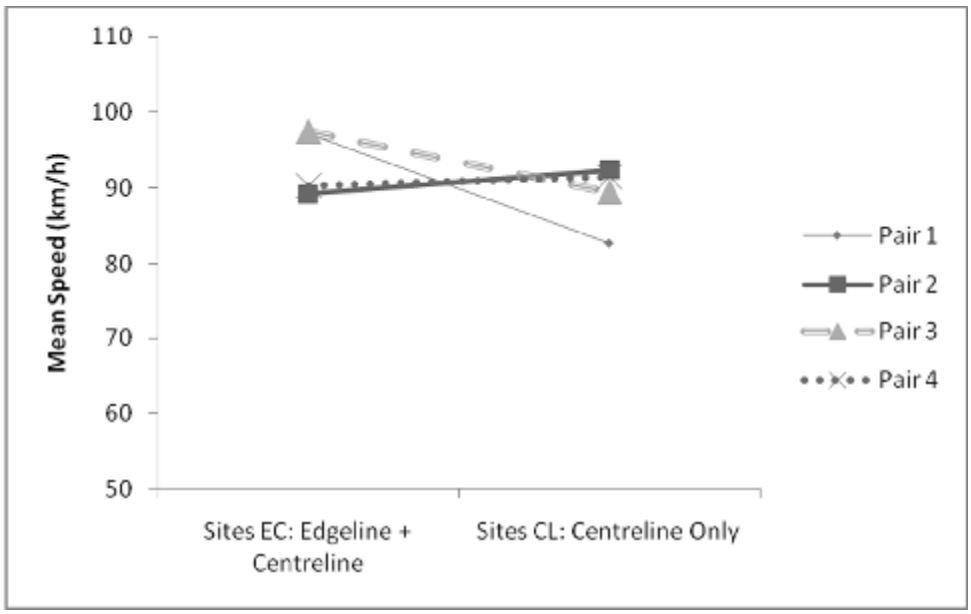

Figure 14 Mean Speed Across Pairs: Edgeline + Centreline vs Centreline Only

Figure 15 shows the difference in mean speed across all screened data for Pairs Five to Seven, that is, sites with a centreline compared to no-marking sites. As the data from sites 7CL and 8NM could not be used (due to incorrectly positioned counting tubes as discussed in Section 3.1), site 7NM was matched with site 8CL for pair analysis, forming Pair 7. These two sites (7NM and 8CL) were (coincidentally) matched for width.

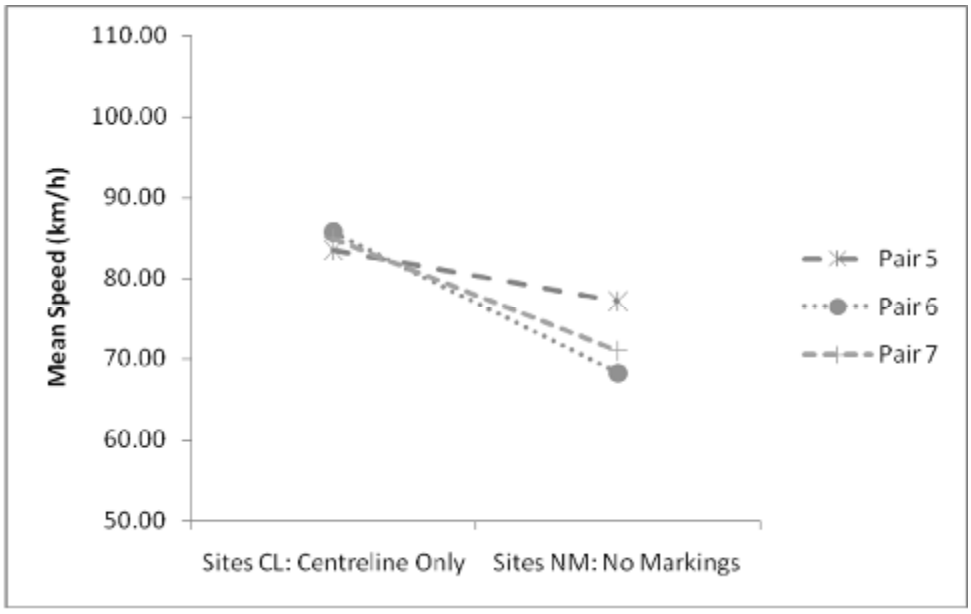

Figure 15 Mean Speed Across Pairs: Centreline Only vs No Markings

Figure 15 shows that for Pairs Five, Six and Seven, there was a fall in mean speed accompanying a decrease in delineation. The sites with centreline only showed higher speeds than those with no markings.

The significance or otherwise of the differences displayed in Figure 14 and Figure 15 was tested in SPSS (SPSS, 2001) using one-way ANOVA, with two levels of delineation, and 14 sites. Results are summarised in Table 7.

Table 7 ANOVA Results for Matched Pairs

Pair	Mean difference (range across six random samples, km/h)	Significance: Alpha value (if significant)	95% Confidence Interval of difference (average lower and upper bounds)
1	16.3	<0.001	13.7 – 19.0
2	-3.2	Not significant	-6.3 – -0.1
3	9.1	<0.001	6.1 – 12.1
4	0.2	Not significant	-2.4 – 2.8
5	6.4	<0.001	2.9 – 9.8
6	16.8	<0.001	7.1 – 26.5
7	13.4	<0.001	6.1 – 12.3

The analysis shows that for five of the seven pairs, there was a significant difference in the mean speed between sites. For all of these five pairs, the speed was greater at the site of greater delineation.

For example, for Pair 1, there was an average and significant 16km/h higher speed at the site with edgeline and centreline (Whitikahu Rd), than at the site with centreline only (Boyd Rd).

For two pairs (Pairs 2 and 4), there was no significant difference between speeds at the sites within each pair. Pair 2 showed a small decrease in mean speed with decreasing delineation, though this result was not significant. Pair 4 showed no change in speed between sites. Summary statistics for sites with significant results are shown in Table 8.

Table 8 Summary Statistics Within Pairs showing Significant Speed Changes

Site Marking Condition	Mean Speed (km/h)	Mean Speed Difference between Marking Conditions (km/h)	Coefficient of Variation
Edgeline + Centreline	97.3	11.3	0.10
Centreline Only	86.0		0.06
Centreline Only	84.0	12.1	0.07
No Markings	71.9		0.06

Overall for pairs with significant results, the mean speed at sites with both edgeline and centreline (97.3km/h) was faster than the mean speed at the matched centreline-only sites (86.0km/h). Using samples of all screened data, the average difference in speed was 12.7km/h. The mean speed at sites with centreline-only (84.0km/h) was faster than the mean speed at no-marking sites (71.9km/h). Sample data when tested showed an average difference in speed of 12.2km/h. The data for these sites was grouped and analysed with one-way ANOVA. Results of this analysis for Pairs 1 and 3 are shown in Table 9. Results for Pairs 5, 6 and 7 are shown in Table 10.

Table 9 ANOVA Statistics for Pairs 1 and 3

Source	Type III Sum of Squares	df	Mean Square	F	Sig.	Partial Eta Squared
Marking	144627.865	1	144627.865	505.878	.000	.137

Table 10 ANOVA Statistics for Pairs 5, 6 and 7

Source	Type III Sum of Squares	df	Mean Square	F	Sig.	Partial Eta Squared
Marking	208329.388	1	208329.388	169.869	.000	.034

Tables 9 and 10 show that the difference in speed between sites with different marking conditions is significant (with high F values). The effect size, approximated by the Partial Eta Squared statistic, suggests that for Pairs 1 and 3, the change in marking condition explained 13.7% of the total variation in speeds. For Pairs 5, 6 and 7 the effect size was much smaller at 3.4%. This smaller result is not surprising given the larger inherent variation in speeds observed at sites with no markings (see Figure 13).

Variance Effects

If the data in Figure 13 are taken as representative of speed distributions at sites of different delineation, it is clear that in addition to an increase in speed with increased delineation, a narrowing of variance is also observed. This result (a narrowing of the overall speed distribution with increased delineation) may have safety benefits, particularly if increased delineation results in a lowered 85th percentile speed.

There is significant difference in variance between marking conditions (as discussed above and shown in

Table 6). The 85th percentile speeds for Pairs 1, 3, 5, 6 and 7 (pairs with significant changes in mean speed) are presented in Table 11. Note that the coefficient of variation is calculated as the inverse of the standard deviation, and that 85th percentile speeds were calculated to the nearest whole number.

Table 11 Comparison of 85th Percentile Speeds

Site	Coefficient of Variation	85th Percentile Speed (all screened data, km/h)	Matched Pair	Coefficient of Variation	85th Percentile Speed (all screened data, km/h)	Change in 85th Percentile Speed with Decreased Delineation (km/h)
1EC	0.09	107	1CL	0.05	99	-8
3EC	0.07	110	3CL	0.05	104	-6
5CL	0.05	104	5NM	0.05	94	-10
6CL	0.05	99	6NM	0.02	84	-15
7CL	0.07	98	7NM	0.05	90	-8

Data in Table 11 show that the 85th percentile speed and coefficient of variation both decrease with decreasing delineation. Therefore, despite increase in overall variation in speeds with decreased delineation, the 85th percentile speed decreases with decreased delineation.

Light and Wet

It is possible that light level and road surface wetness may affect speed. In order to see if illumination (night vs. day) and weather conditions (e.g. rain) had any effect on the data collected, separate analyses examined the role of these factors in the sample.

To test the effect of light level, each speed datum was assigned a code for light or dark. Sunrise and sunset data were used to assess 'light' (8:00am to 6:00pm), 'dark'(8:00pm to 5:00am), and an intermediate 'twilight' condition (5:00am to 8:00am, and 6:00pm to 8:00pm). Times identified as twilight were removed from the analysis as there was sufficient data without this condition.

A test of between-subjects effects following one-way ANOVA was used to assess the effect of illumination on speed distribution. Results are summarised in Table 12.

Table 12 Between-subjects effects: Light/dark

Source	Type III Sum of Squares	Degrees of Freedom	Mean Square	F statistic	Significance	Partial Eta Squared
Marking * Light	2939.411	2	1469.705	4.605	.010	.001

Data in Table 12 shows that there was a significant effect of light (alpha = 0.01), though this significance level is marginal given the large sample size. The small effect size, estimated by the Partial Eta Squared statistic at 0.1%, shows that the condition of light or dark explains a very small amount of the overall variation in speeds observed at all sites. The absence of a meaningful effect of light is highlighted in Figure 16, which shows the mean speed difference for each pair, in light and dark conditions.

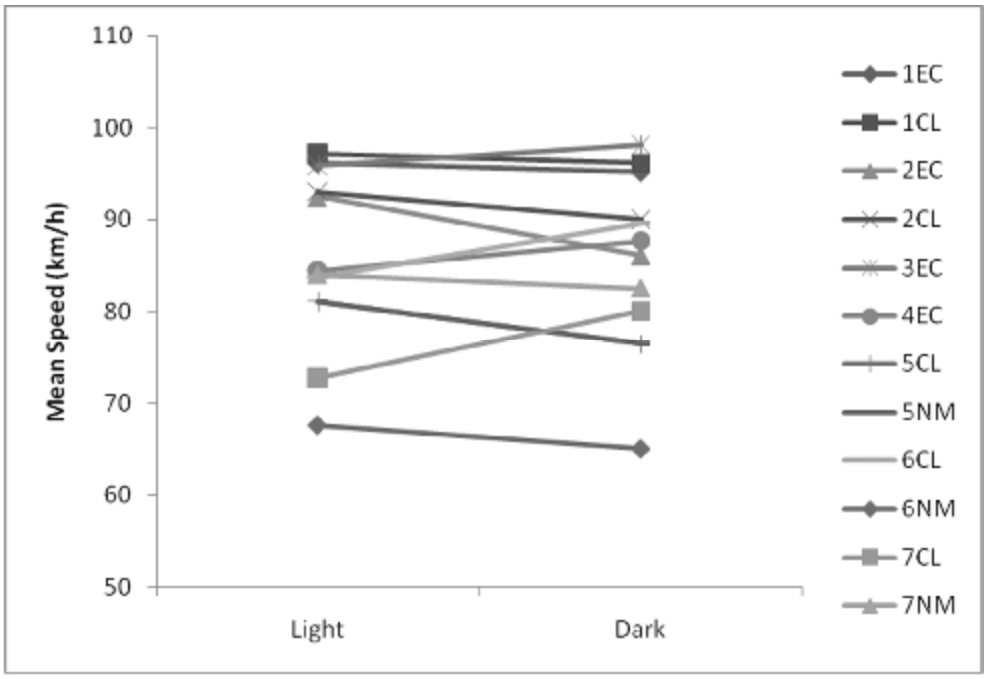

Figure 16 Mean speed across pairs for light and dark conditions

Figure 16 shows that at some sites, mean speed was higher during the day (light) than at night (dark), while for other sites the reverse was true. The significance or otherwise of the variation within sites was not tested as no trends were observed based on marking condition.

To test the effect of rainfall and therefore road surface wetness, each speed datum was assigned a code for wet or dry. Rainfall data provided by the regional council (Environment Waikato) was used to identify ‘wet’ and ‘dry’. These data are shown in Figure 17.

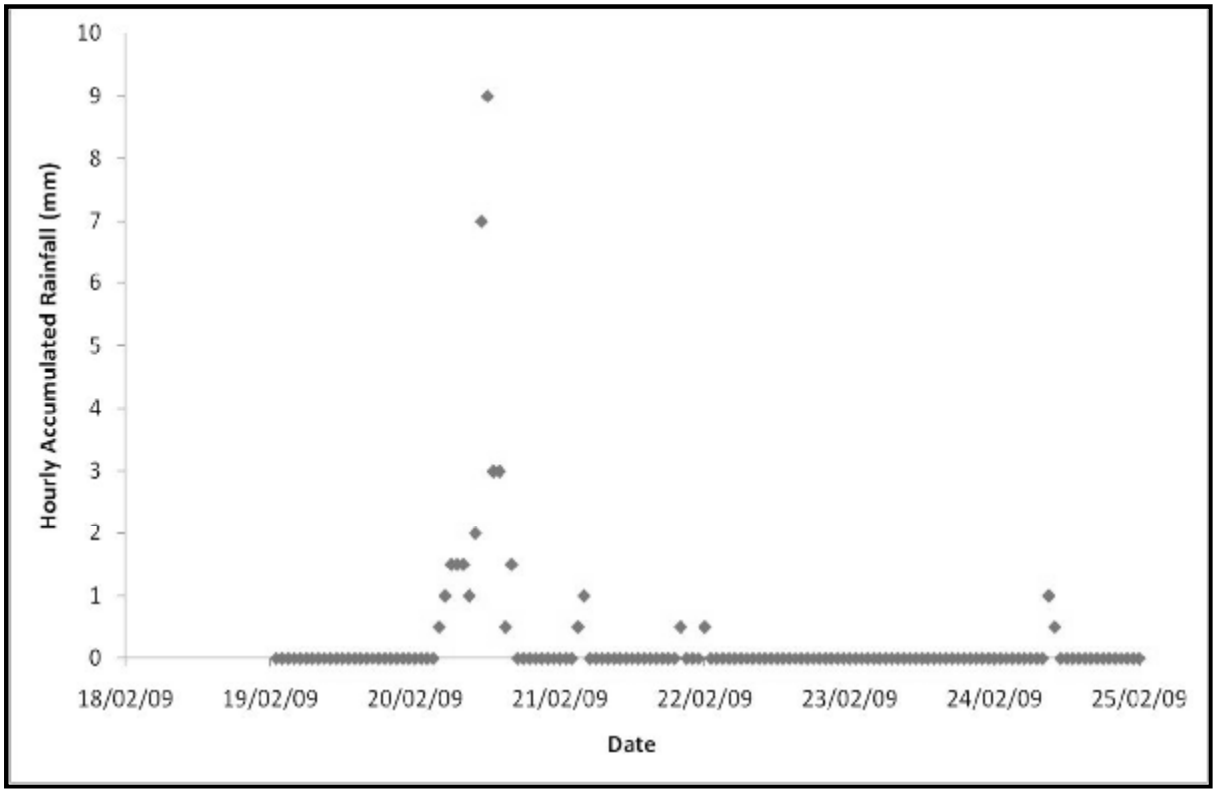

Figure 17 Rainfall Data

The rainfall data were measured at a single location in Hamilton. While rainfall can vary considerably across a region, on the week in question there was widespread rain throughout the Waikato region on Friday 20th February, and little rain at all on the other days of the survey. Therefore the data contained in the above chart were generalised to all sites surveyed. Rain began at 3:00am on Friday 20th February and 35mm accumulated rainfall had fallen by 7:00pm that evening. The period from 4:00am on Friday 20th February until 5:00am on Saturday 21st February was defined as 'wet' for the purposes of analysis.

A test of between-subjects effects following one-way ANOVA was used to assess the effect of road surface wetness on speed distribution. Results are summarised in Table 13.

Table 13 Between-subjects effects: Dry/Wet

Source	Type III Sum of Squares	Degrees of Freedom	Mean Square	F statistic	Significance	Partial Eta Squared
Marking * Wet	1935.841	2	967.920	3.033	.048	.001

Data in Table 13 shows that there was a significant effect of road surface wetness on speed (alpha = 0.048) though as for the light condition discussed above, this significance level is marginal given the large sample size. The small effect size, estimated by the Partial Eta Squared statistic at 0.1%, also shows that the condition of road surface wetness explains only a very small amount of the overall variation in speeds observed at all sites. The absence of a meaningful effect is highlighted in Figure 18, which shows the mean speed difference for each pair, in dry and wet road surface conditions.

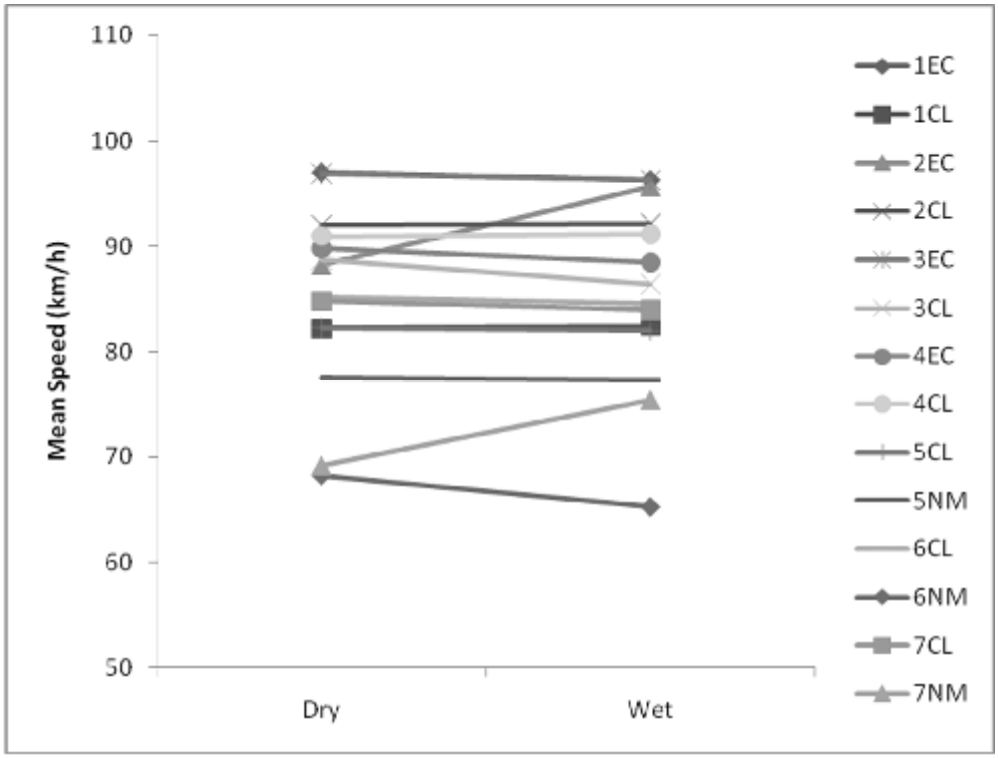

Figure 18 Mean speed across pairs for dry and wet conditions

Figure 18 shows that at some sites, mean speed was higher during dry than during wet conditions while for other sites the reverse was true. The significance or otherwise of the variation within sites was not tested as no trends were observed based on marking condition.

4.2 Before/After Study

Metrocount data for the before/after study was exported to an Excel spreadsheet. Data was screened to keep only free speeds and to remove outliers, using the same methods as for the matched pair data. The before/after data were also filtered to include the same eight days of data (Thursday to Friday) as

were included in the original matched pair survey. The resulting speed distribution is shown in Figure 19.

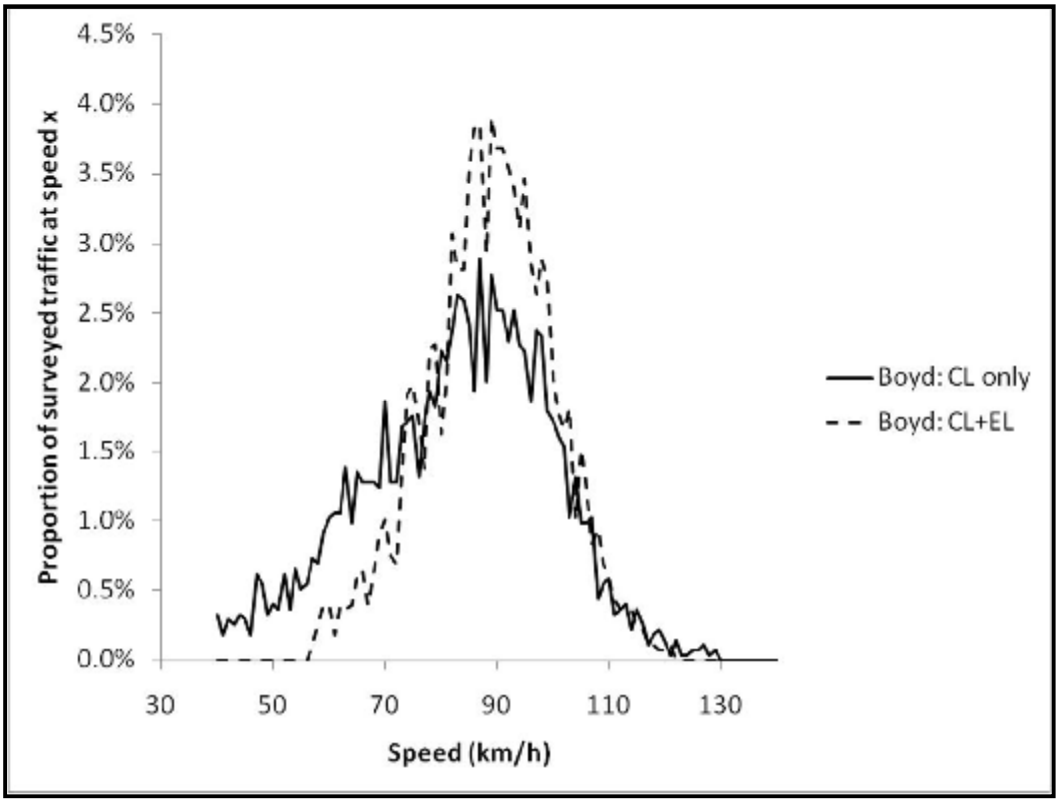

Figure 19 Relative Speed Frequencies: Boyd Road Before/After Study

The mean speed for Boyd Road with centreline only (the 'Before' condition) was 82.7km/h. The mean speed after an edgeline was added (the 'After' condition) was 88.6km/h, an average increase of 5.9km/h. The difference in speed distributions was tested in SPSS using a t test for independent samples (one site with two marking conditions). Results are summarised in Table 14.

Table 14 T-test Results for Before/After Study

t	df	Sig. (2-tailed)	Mean Difference	Std. Error Difference	95% Confidence Interval of the Difference	
					Lower	Upper
-9.262	1598	.000	-7.85262	.84782	-9.51559	-6.18966

Summary statistics in Table 14 show that a significant average speed increase of between 6.2 and 9.5km/h was observed between Boyd Road with centreline-only, and the same site with a centreline

and edgeline. As the data tested in SPSS was a sample of the surveyed data, the mean difference is not identical to that shown in Figure 19.

A univariate Analysis of Variance was carried out with the Before/After data to estimate the magnitude of the change in marking's effect on speed. Summary statistics are shown in Table 15.

Table 15 Univariate ANOVA Summary Statistics for Before/After Study

Source	Type III Sum of Squares	Degrees of Freedom	Mean Square	F statistic	Significance	Partial Eta Squared
Marking	24453.923	1	24453.923	86.374	.000	.051

Table 12 shows that the estimated effect of the marking condition on the variation in the speed distributions at Boyd Rd before and after implantation of an edgeline is 5.1%. This is a considerable effect given the overall variation within sites.

5.0 Discussion

5.1 The Effect of Pavement Markings on Speed

Matched Pair study

Data from the matched pair study showed an increase in speed for sites with increased delineation for 5 out of 7 matched pairs. The remaining two pairs showed no significant change in speed. Overall for pairs with significant results, sites with both edgeline and centreline showed an average increase in speed compared to centreline-only sites of 12.7km/h. Sites with centreline-only showed an average increase in speed compared to no-markings sites of 12.2km/h.

On the surface, these results strongly support a hypothesis that increased delineation leads to increased speeds. However, it is possible that differences between sites in the matched pair study accounted for some of the variation in speed, for pairs where there was an increase in speed with increased delineation, and also for pairs where there was no significant change in speed. Examples of these differences are discussed here.

Pair 1: Whitikahu and Boyd Roads

The matched pair showing the highest change in speed from centreline-only to centreline + edgeline was Pair 1. The speed distribution for sites in this pair (1EC Whitikahu and 1CL Boyd) is shown in Figure 20. For this figure, speeds were rounded to the nearest whole number and summed to provide relative frequencies between 40km/h and 130km/h.

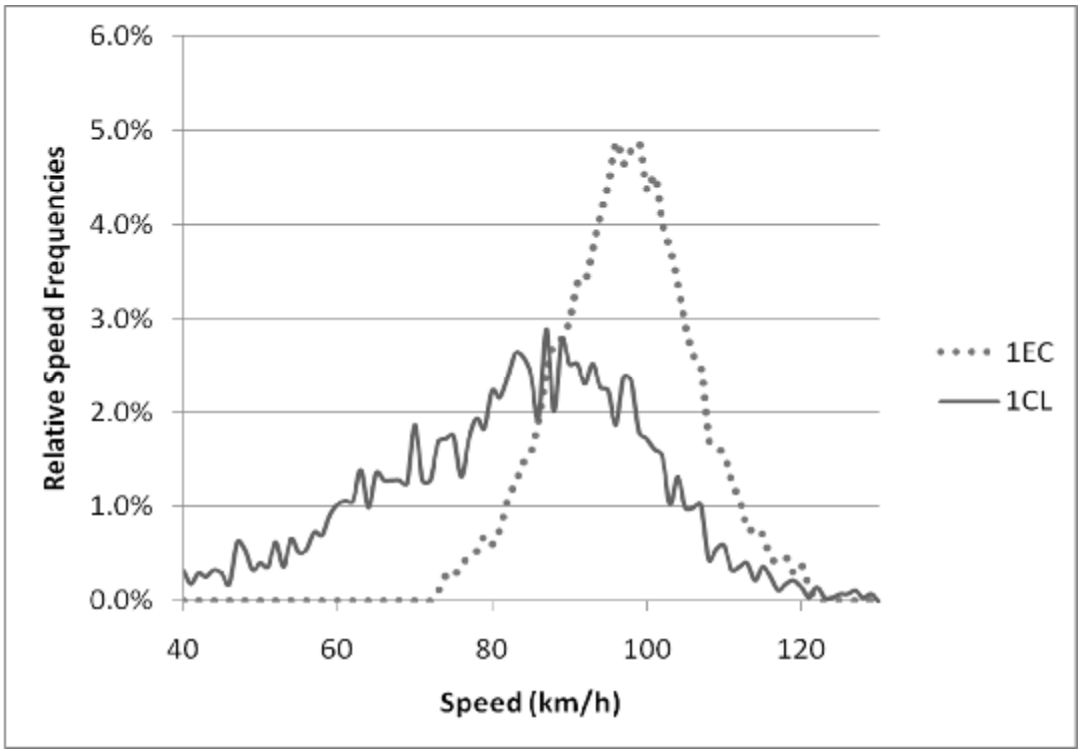

Figure 20 Relative Speed Distribution, Pair 1: 1EC Whitikahu and 1CL Boyd

Of interest in Figure 20 is the difference in the shape of the speed distributions. Both curves resemble normal distribution in shape and are relatively symmetrical about their respective means. Site 1EC Whitikahu shows a relatively narrow distribution, with speeds clustered relatively tightly about the mean. Site 1CL Boyd shows a much wider distribution, with a gradual increase in frequency approaching the mean.

The reason for the difference in shape of the speed distributions is not immediately clear. It may be that the increase in delineation for site 1EC compared to 1CL provides a much clearer message to the driver about road type. This supports the theory of subjective road categorisation, where the more visual clues are presented to a driver, the more consistent their expectation will be and therefore more consistent speeds will result.

Also of interest in the speed distribution chart is the proportion of very high speeds. At both sites, 1.8% of drivers travelled at or above 118km/h. It may be suggested then that at these high speeds, drivers are relatively unaffected by the presence of delineation (specifically in this case, an edgeline).

If drivers are unaffected by delineation at high speeds, contrary to results at other speeds, it is possible that at high speed, drivers are not relying as much on unconscious processes. They are likely to be intentionally driving at speed, due to external trip motivations such as sensation seeking, or being in a rush.

The variation evident in Figure 20 at lower speeds is also interesting. 24% of drivers travelled below 70km/h at Site 1CL, compared to no drivers at Site 1EC. It may be that the presence of an edgeline provides a level of confidence to otherwise cautious drivers.

The difference in speed distribution in Figure 20 may also be influenced by drivers' higher-level goals, for example route choice. Whitikahu Road carries a much higher traffic volume than Boyd Road. During the matched pair survey period, Site 1EC recorded on average 1,652 free speeds per day, compared to 342 per day at Boyd Road. This suggests that Whitikahu Road serves a higher proportion of non-resident traffic, for example, than does Boyd Road. It may also be that drivers crossing the Whitikahu Road survey point were further from their journey's origin and destination than were those at Boyd Road, given that there are no obvious major attractions on Whitikahu Road within the vicinity of the survey site. If Site 1EC Whitikahu drivers are closer to the middle of their journey, it is perhaps more likely that they are driving on autopilot – that is, without conscious awareness. In this state they are more likely to be affected by unconscious cues (for example, pavement markings) than they would be motivated by other factors (for example, slowing down to turn off the road).

Pair 2: Bankier Road

The matched pair showing the smallest change in speed from centreline-only to centreline + edgeline was Pair 2, in which the mean speed showed a (non-significant) decrease at the site of increased delineation. The speed distribution for sites in this pair (2EC Bankier and 2CL Bankier) is shown in

Figure 20. For this figure, speeds were rounded to the nearest whole number and summed to provide relative frequencies between 40km/h and 130km/h.

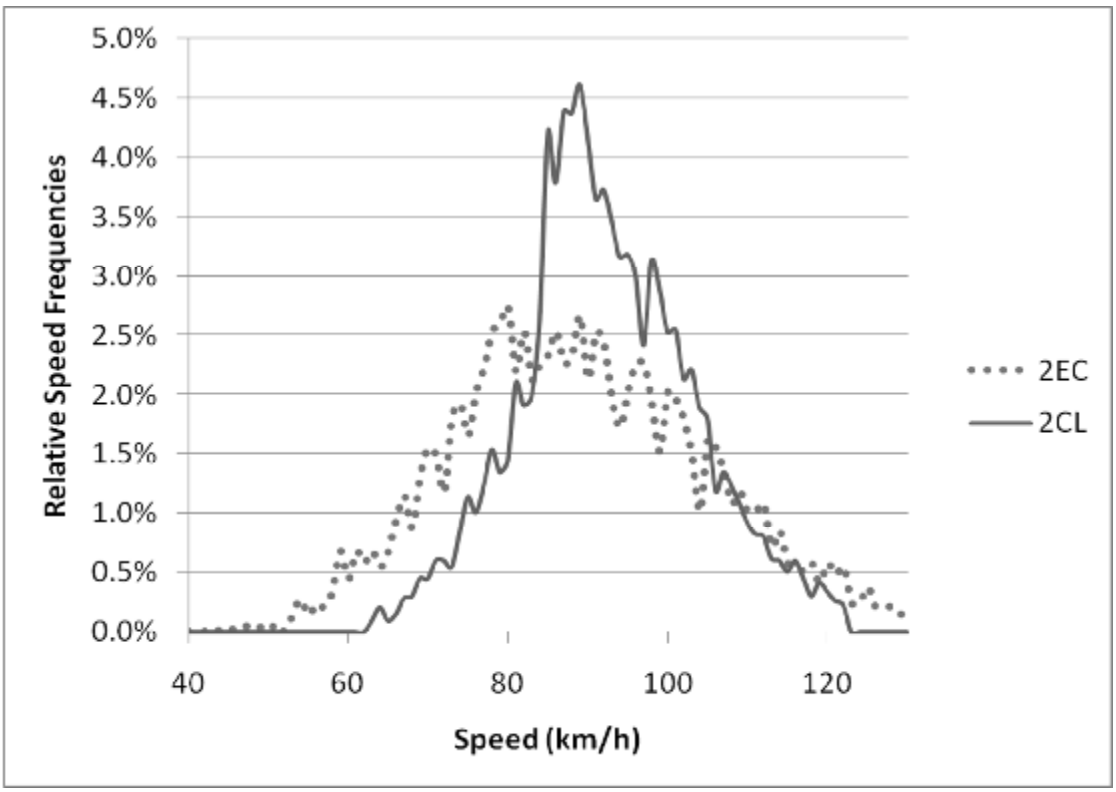

Figure 21 Relative Speed Distribution, Pair 2: 2EC Bankier and 2CL Bankier

The shapes of the curves in Figure 21 are similar but opposite to those in Figure 20. The curve for Site 2EC (edgeline plus centreline) shows a wider, flatter distribution than that for Site 2CL which is relatively narrow and peaked. Pair 1 (refer Figure 20), and Pairs 1 to 4 combined (refer Figure 13) showed wider, flatter shaped speed distributions for centreline-only sites than for centreline plus edgeline sites. It is possible that the survey tubes for these sites were incorrectly assigned; that in fact the data labelled 2EC in Figure 21 came from site 2EL and vice versa. There was no way of knowing where the tubes were located once data were downloaded, other than by reading the coded site description. In the case of Bankier Road, both sites were coded correctly (with street addresses to correspond with the site codes 2EC and 2CL). Therefore if the survey tubes were correctly located, it must be assumed that in the case of Bankier Road the results are contrary to those for other sites.

These two sites (2EC and 2CL) were on the same road and separated by only 3.0km. As Figure 5 shows, there were no obvious differences in the look of the sites or in roadside features. The sealed carriageway width was identical for both sites (6.75m). There is no possible explanation then for the difference in speed, other than the presence of an edgeline in site 2EC.

The difference between means for the Bankier sites of 1.3km/h (89.8km/h for site 2EC compared to 91.1 for site 2CL) is not statistically significant and is not as large as the difference observed between other pairs Therefore the difference in curve shapes is not considered large enough to contradict findings from other sites.

5.2 Light and Wet

No trends were observed relating pavement marking condition (edgeline and centreline presence and absence) to light or road surface wetness conditions. This result does not necessarily mean however that pavement markings have no effect on speed choice in these conditions. The psychological theories of driver behaviour discussed in Section 2.5 (for example, zero-risk theory (Summala, 1992) and the task-capability model (Fuller, 2000)) suggest that the more clear the cues in the road environment, the less risk there is, and the easier the driving task becomes – therefore, the faster a driver will chose to travel, in general. These theories suggest that in relatively low light, or in the wet, a driver would adapt by driving more slowly to compensate for the increased risk or more difficult task relative to their capability.

There are several reasons why these theories might not be borne out in the case of darkness and wet road surface. Firstly, it may be that more cautious drivers choose to avoid such conditions. This would increase the average speed in darkness, for example, by removing a group of slower drivers from the sample at the outset. Therefore even if the remaining drivers drove slower in the dark than they did during the day, the overall average could be higher, the same as, or lower than the day time data depending on the proportion of more cautious drivers who chose not to travel at night.

Secondly, it may be that during darkness in particular, some drivers increase their speed relative to daytime, because they do not detect as much movement in their wider field of view. That is, during the day, the side friction and therefore perception of speed is greater than at night. This phenomenon may affect some drivers more than others, and particularly those with good peripheral vision. Again, an average speed change in a sample between day and night may contain this effect even though the average speed shows an increase, no change, or a decrease from day to night, depending on the proportion of drivers affected.

5.4 Overall Safety Effect of Pavement Markings

The Effect of a Centreline on Traffic Safety

Overall, it was found that compared to roads with no markings, a painted centreline increased speeds by 12.0km/h (Pairs 5 to 7). As stated in Section 2.3, no quantitative safety benefit has been found for the installation of a centreline on an otherwise unmarked road (Transit New Zealand, 2002). Therefore, given that reduced speed leads to increased safety (Elvik et. al, 2004), the overall safety benefit of adding a centreline to an otherwise unmarked road is negative, at least for the road environment parameters used in this study and as defined in Section 3.1.

Using Equation 1, a reduction in fatal accidents can be estimated for moving from a centreline-only to a no-markings road, for the road types studied. For pairs 5 to 7, the average speed of surveyed centreline-only sites was as 82.9km/h, and for no-marking sites was 70.9km/h. The theoretical reduction in fatal accidents expected by removing the centreline on Sites 5CL, 6CL and 8CL (recalling that site 7CL was discounted) is calculated as follows:

$$\frac{Fatal\,accidents before}{Fatal\,accidents after} = \left(\frac{Speed\,after}{Speed\,before} \right)^4$$

$$\frac{Fatal\,accidents before}{Fatal\,accidents after} = \left(\frac{70.9}{82.9} \right)^4$$

$$\frac{Fatal\,accidents before}{Fatal\,accidents after} = 0.535$$

That is, a theoretical 46.5% decrease in fatal accident frequency is predicted.

The Effect of an Edgeline on Traffic Safety

This research found that compared to roads with a painted centreline, an edgeline increased speeds by 7.2km/h (Pairs 1 to 4). The before/after study reinforced the result that an edgeline increases speed relative to roads with a centreline only, with a significant increase in speed of 5.9km/h on Boyd Road after installation of an edgeline. As discussed in Section 2.3, studies vary in their estimates of the crash reductions gained through installation of edgelines. While one study found that installation of edgelines reduces crashes by 8% (Miller, 1992), another found no significant accident reduction (Ogden, 1992), while a meta-analysis cited a range of reductions from 4 to 66% (FHA, 2007). The median reduction from this meta-analysis is 35%.

The range cited by the meta-analysis, combined with the lack of a precise estimate available from any one study, suggests that there is no clear and specific safety benefit that can be expected to be gained from edgeline installation in general. Their installation should perhaps be considered on a case by case basis, This study supports the case by case assessment of edgeline installation by highlighting that at least in the particular case of the roads studied, edgelines have been shown to increase speeds. As the effect on safety of increased speeds is negative, the benefit with respect to a certain accident type (for example, loss of control off road) should be confidently expected for a particular road before edgeline installation is proposed as a safety intervention.

General Safety Discussion

As discussed in Section 2.6, it is irrelevant to the safety question which theory of driver behaviour is represented by the effect of painted delineation on speed as outlined in this study. It may be that the absence of markings increases a driver's perception of risk, encouraging them to slow down. If this is the case, some form of behavioural adaptation or risk compensation may be motivating drivers to adapt. Their adaptation may relate to an increased sense of risk with no markings at all, for example,

as they cannot predict the road alignment ahead with as much certainty as they have when guided by a centreline. Drivers may feel increased risk in the absence of an edgeline, for example, and may reduce their speed to compensate for that increased risk.

It may be that a certain type of marking indicates to a driver a certain standard of road through subjective road categorisation. If this were the case, pavement markings would form part of a mental schema. This picture in the mind triggers a script that helps a driver predict future road alignments. As increased delineation leads to increased speeds, this research supports the theory of subjective road categorisation somewhat. If it is assumed that drivers behave rationally, at least at an unconscious level, cues from the road environment such as pavement markings would indicate a road standard on which decisions such as speed choice could be made. Theoretically and according to design standards (e.g. Austroads, 2006), increased delineation accompanies other increases in standard – for example, increased lane width, increased sealed shoulder width, increased clear zone width, more consistent and traversable recovery slopes, improved intersection visibility and consistently maintained sealed surfaces, for example. As long as these cues such as pavement markings are inconsistently applied however, and if the theory of subjective road categorisation is accepted (which is by no means proven by this research), then there is opportunity to use these cues as tools to influence speed choice.

It is also possible that different drivers perform the driving task with different conscious and unconscious objectives. If this is the case, the data collected in this study nevertheless suggest that pavement markings influence some drivers, at least some of the time. It is likely that there were drivers who passed through each survey with wide-ranging levels of awareness, and different motivations. Despite the obvious and inherent complexity of the speed choice decision, this research has shown that the presence of pavement markings affects speed choice. As it is unlikely that drivers would admit to being consciously motivated by the presence or absence of a centreline or edgeline, it is likely that this effect is due to an unconscious process of some kind. The nature of that process is a question for further research.

Just as vehicle speed is a factor in accident likelihood and severity, a related factor is driver position on the road. Many accidents occur as the result of the combined effect of inappropriate speed and loss of control; the drivers' foot on the accelerator and hands on the steering wheel, and the cognitive processes influencing these actions. This study has not attempted to explicitly link the presence of a centreline or edgeline to the ability of a driver to maintain safe lane position. It may be that the absence of these markings contributes to reduced driver confidence in the road alignment, leading to the finding of this study that speeds are on average lower with reduced delineation. However, this study has found (Fig. 16) that the mean speed at some sites of increased delineation was higher during the day and at some sites it was higher at night. This suggests that further investigation is warranted into the ability of drivers to correctly identify the road alignment, and the relevance of this for speed choice and safety.

It is also important to acknowledge that any theoretical safety benefits claimed here apply only under the test conditions used to carry out the research, that is on straight, flat, single-carriageway rural roads. Some of the principles discussed may well apply in other environments, but this cannot be assumed. Furthermore, there are many factors affecting the frequency and severity of accidents other than speed alone. Speed management should be considered, not necessarily in isolation for its own sake, but always in context of the bigger picture of road safety in general.

6.0 Conclusions

Research objectives are addressed as follows:

1) How does the presence of a centreline on a rural road affect the speed distribution?

Compared to the case of no markings and in the case of the straight, flat, single carriageway roads studied, the presence of a centreline increases the mean speed and lowers the coefficient of variation. For matched pair sites with significant results, the increase in mean speed observed within pairs comparing no centreline to centreline only was 12.1km/h, from 71.9km/h for sites with no markings, to 84.0km/h for sites with a centreline only.

The coefficient of variation increased from 0.06 at no-marking sites, to 0.07 at centreline-only sites. The proportion of speeds above 118km/h (1.2%) was unchanged moving from no markings, to the centreline only condition.

2) How does the presence of an edgeline on a rural road affect the speed distribution?

Compared to the case of centreline only and in the case of the straight, flat, single carriageway roads studied, the presence of an edgeline increased the mean speed and lowered the coefficient of variation. For sites with significant results, the increase in mean speed observed at pairs comparing centreline only to centreline plus edgeline was 11.3km/h, from 86.0km/h for sites with centreline only, to 97.3km/h for sites with a centreline and edgeline. A before/after study showed a significant increase in speed with addition of an edgeline to a centreline-only road of 7.8km/h.

Overall, an increase in delineation generally leads to an increase in speed, and a lowering of the coefficient of variation across all observed speeds. The 85th percentile speed decreased with decreased delineation.

3) Are any observed differences more readily observed at night, or in the wet?

No trend was observed relating to speed changes in darkness or in wet road surface conditions. Some sites showed an increase in speed in the dark and in the wet, while others showed no change, and others still showed a decrease in mean speed.

4) If the presence of pavement markings affects speed, how does this in turn affect traffic safety?

While pavement markings are generally assumed to be beneficial from a safety perspective, no precise ~~clear~~ quantitative benefits have been found in literature relating to their use. ~~Based on Elvik's Equation 1, the theoretical net safety benefit of removing an edgeline from a road with an edgeline and centreline is a 15.5% decrease in the frequency of fatal accidents.~~ The theoretical safety benefit or otherwise of removing a centreline from a road with centreline only, or edgeline from a road with centreline and edgeline, is unclear.

7.0 Recommendations

Further research is recommended to reinforce the findings from this study, and to explore the effect of unconscious processes in more depth. In particular, the following recommendations are made.

Effect of Pavement Markings on Curves

If guidelines are to be changed due to ~~safety~~ speed reduction benefits suggested by decreased delineation, this decision should be reinforced by research across the range of conditions in which the guidelines may be implemented. The present study looked at centrelines and edgelines only on straight, flat rural roads. It is recommended that a similar study be carried out in other rural environments, in particular on approaches to horizontal curves and on vertical curves.

The Role of Unconscious Processes in Driving

Though there is general agreement that unconscious processes have a role in driving, understanding of the extent and nature of driving with or without conscious awareness is limited. Further research into this important aspect of driving is encouraged, to better guide decision makers towards tools that would optimise safety, given the human state of the user in control of all road vehicles.

Collaboration between Engineers and Psychologists

The application of psychological principles to engineering problems is a valuable approach, particularly in the case of traffic engineering where the materials in the system (drivers) have independent and somewhat non-uniform motives. It is important for engineers to pay more attention to the role of psychology and to learn more of the human factors affecting attitudes and behaviours. It is recommended therefore that further research in the area of driver behaviour in New Zealand is a collaborative and multi-disciplinary approach between the fields of psychology and traffic engineering.

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Appendices

Appendix A Screened Data Samples

Codes used in SPSS		Description
Site	1	1EC Whitikahu
	2	1CL Boyd
	3	2EC Bankier
	4	2CL Bankier
	5	3EC Orini
	6	3CL Orini
	7	4EC Te Kowhai
	8	4CL Horotiu
	9	5CL Duck
	10	5NM Lindsay
	11	6CL Sainsbury
	12	6NM Greenhill
	13	8CL Tenfoot
	14	7NM Crawford
Lane marking	1	Edgeline + Centreline
	2	Centreline only
	3	No Markings
Wet	1	Dry
	2	Wet
Light	1	Light
	2	Dark
Speed		Random speed from screened data, matching site, lane marking, wet and light conditions as specified.

Site	Lane marking	Wet	Light	Speed	Site	Lane marking	Wet	Light	Speed	Site	Lane marking	Wet	Light	Speed
1	1	1	1	99.7	1	1	1	1	91.1	1	1	1	1	92.7
1	1	1	1	89.2	1	1	1	1	97.2	1	1	1	1	92.1
1	1	1	1	90.2	1	1	1	1	99.9	1	1	1	1	113.7
1	1	1	1	88	1	1	1	1	105.2	1	1	1	1	91.9
1	1	1	1	98.2	1	1	1	1	94.9	1	1	1	1	114.8
1	1	1	1	93.5	1	1	1	1	88.8	1	1	1	1	102.7
1	1	1	1	108.3	1	1	1	1	91.3	1	1	1	1	92.5
1	1	1	1	96	1	1	1	1	102.8	1	1	1	1	96.4
1	1	1	1	109.6	1	1	1	1	97.5	1	1	1	1	100.5
1	1	1	1	86.5	1	1	1	1	91.3	1	1	1	1	91.9
1	1	1	1	102.9	1	1	1	1	98.7	1	1	1	1	75.9
1	1	1	1	91.8	1	1	1	1	101.3	1	1	1	1	106.6
1	1	1	1	84.7	1	1	1	1	102.1	1	1	1	1	87.9
1	1	1	1	97.5	1	1	1	1	112	1	1	1	1	94.9
1	1	1	1	101.4	1	1	1	1	102.3	1	1	1	1	99.2
1	1	1	1	109.8	1	1	1	1	97.3	1	1	1	1	96.6
1	1	1	1	97.1	1	1	1	1	96.5	1	1	1	1	93.1
1	1	1	1	92.4	1	1	1	1	99.2	1	1	1	1	92.2
1	1	1	1	87.2	1	1	1	1	88.1	1	1	1	1	102.2
1	1	1	1	101.6	1	1	1	1	97.8	1	1	1	1	96.2
1	1	1	1	97.4	1	1	1	1	100.7	1	1	1	1	112.3
1	1	1	1	79.3	1	1	1	1	99.7	1	1	1	1	107.2
1	1	1	1	96.5	1	1	1	1	111.5	1	1	1	1	85.9
1	1	1	1	89.4	1	1	1	1	103.8	1	1	1	1	98.3
1	1	1	1	101.6	1	1	1	1	96	1	1	1	1	93.1
1	1	1	1	91.8	1	1	1	1	98.4	1	1	1	1	97
1	1	1	1	95	1	1	1	1	95.3	1	1	1	1	91.2
1	1	1	1	100.2	1	1	1	1	94.2	1	1	1	1	96.8
1	1	1	1	100.9	1	1	1	1	101.2	1	1	1	1	98.9
1	1	1	1	94.1	1	1	1	1	108.1	1	1	1	1	104.8
1	1	1	1	104.3	1	1	1	1	83.9	1	1	1	1	78.8
1	1	1	1	90.2	1	1	1	1	98.9	1	1	1	1	88.4
1	1	1	1	89.5	1	1	1	1	94.7	1	1	1	1	100.2
1	1	1	1	104.4	1	1	1	1	90.2	1	1	1	1	86.2
1	1	1	1	100.7	1	1	1	1	85	1	1	1	1	91
1	1	1	1	84.1	1	1	1	1	95.8	1	1	1	1	105.8
1	1	1	1	105.6	1	1	1	1	100.8	1	1	1	1	102.9
1	1	1	1	100.2	1	1	1	1	94.6	1	1	1	1	94.7
1	1	1	1	100.5	1	1	1	1	93.2	1	1	1	1	103.6
1	1	1	1	108	1	1	1	1	81.8	1	1	1	1	80.2
1	1	1	1	100.8	1	1	1	1	93.8	1	1	1	1	95.1
1	1	1	1	92.2	1	1	1	1	99.1	1	1	1	1	97.1
1	1	1	1	110.2	1	1	1	1	98	1	1	1	1	94.9
1	1	1	1	106	1	1	1	1	100.2	1	1	1	1	105.7
1	1	1	1	100.6	1	1	1	1	109.4	1	1	1	1	102.8
1	1	1	1	107.1	1	1	1	1	111.5	1	1	1	1	93.6
1	1	1	1	97.3	1	1	1	1	98.2	1	1	1	1	107.5
1	1	1	1	107.2	1	1	1	1	77.7	1	1	1	1	105.9
1	1	1	1	102	1	1	1	1	105.4	1	1	1	1	91.6
1	1	1	1	95.7	1	1	1	1	94.6	1	1	1	1	96.4
1	1	1	1	97.2	1	1	1	1	95.1	1	1	1	1	106.8
1	1	1	1	103.3	1	1	1	1	96.7	1	1	1	1	75
1	1	1	1	94	1	1	1	1	90.8	1	1	1	1	95.4
1	1	1	1	108	1	1	1	1	106.7	1	1	1	1	73.8
1	1	1	1	88.6	1	1	1	1	92.7	1	1	1	1	92.9
1	1	1	1	103.3	1	1	1	1	104.5	1	1	1	1	98.8
1	1	1	1	102.6	1	1	1	1	88.1	1	1	1	1	92.8
1	1	1	1	105.4	1	1	1	1	89.9	1	1	1	1	102.2
1	1	1	1	91.3	1	1	1	1	108.7	1	1	1	1	104.7
1	1	1	1	111.7	1	1	1	1	98.6	1	1	1	1	85.8
1	1	1	1	91.4	1	1	1	1	89.7	1	1	1	1	115
1	1	1	1	105	1	1	1	1	76.2	1	1	1	1	95.7
1	1	1	1	104.5	1	1	1	1	104.9	1	1	1	1	107.3
1	1	1	1	108	1	1	1	1	86.1	1	1	1	1	90
1	1	1	1	98.4	1	1	1	1	92.2	1	1	1	1	97.8
1	1	1	1	106.4	1	1	1	1	109.6	1	1	1	1	92.1
1	1	1	1	108.2	1	1	1	1	96.7	1	1	1	2	92.8
1	1	1	1	99.3	1	1	1	1	103.8	1	1	1	2	86.5
1	1	1	1	92	1	1	1	1	90.1	1	1	1	2	78.7
1	1	1	1	93	1	1	1	1	97.9	1	1	1	2	107.4
1	1	1	1	95.8	1	1	1	1	99.2	1	1	1	2	90.8
1	1	1	1	98.8	1	1	1	1	109.6	1	1	1	2	89.1
1	1	1	1	97.8	1	1	1	1	82.6	1	1	1	2	94.6
1	1	1	1	96.1	1	1	1	1	104.6	1	1	1	2	104.6
1	1	1	1	100.1	1	1	1	1	93.5	1	1	1	2	96.5

Site	Lane marking	Wet	Light	Speed	Site	Lane marking	Wet	Light	Speed	Site	Lane marking	Wet	Light	Speed
1	1	1	1	104.5	1	1	1	1	119.2	1	1	1	2	111.3
1	1	1	1	87.8	1	1	1	1	107.8	1	1	1	2	93.1
1	1	1	1	100.4	1	1	1	1	94.5	1	1	1	2	93
1	1	1	1	80.8	1	1	1	1	95.7	1	1	1	2	88.7
1	1	1	1	108.3	1	1	1	1	117.9	1	1	1	2	110.3
1	1	1	1	85.6	1	1	1	1	90.4	1	1	1	2	103.2
1	1	1	1	109.8	1	1	1	1	87.8	1	1	1	2	96.6
1	1	1	1	90.4	1	1	1	1	91.5	1	1	1	2	101.3
1	1	1	1	92.4	1	1	1	1	92.4	1	1	1	2	86.9
1	1	1	1	94.9	1	1	1	1	90	1	1	1	2	89.8
1	1	1	1	94.2	1	1	1	1	107.4	1	1	1	2	113.5
1	1	1	1	103.3	1	1	1	1	117.5	1	1	1	2	117.8
1	1	1	1	99.6	1	1	1	1	89.9	1	1	1	2	96.8
1	1	1	1	93.1	1	1	1	1	85.5	1	1	1	2	87.9
1	1	1	1	102	1	1	1	1	82.8	1	1	1	2	88.7
1	1	1	1	101.2	1	1	1	1	105.5	1	1	1	2	102.4
1	1	1	1	91.6	1	1	1	1	99	1	1	1	2	95.9
1	1	1	1	111	1	1	1	1	95.5	1	1	1	2	110.9
1	1	1	1	95.9	1	1	1	1	101.7	1	1	1	2	82.9
1	1	1	1	79.3	1	1	1	1	112.4	1	1	1	2	90.2
1	1	1	1	96.2	1	1	1	1	97.5	1	1	1	2	98.7
1	1	1	1	79.9	1	1	1	1	105.2	1	1	1	2	88.9
1	1	1	1	108.4	1	1	1	1	98.7	1	1	1	2	104.1
1	1	1	1	91.5	1	1	1	1	91.8	1	1	1	2	97.2
1	1	1	1	112.5	1	1	1	1	74.6	1	1	1	2	100.7
1	1	1	1	98.7	1	1	1	1	101.7	1	1	1	2	108.4
1	1	1	1	92.2	1	1	1	1	103.9	1	1	1	2	99.6
1	1	1	1	86.7	1	1	1	1	104.3	1	1	1	2	100
1	1	1	1	107.5	1	1	1	1	110.1	1	1	1	2	97.2
1	1	1	1	109.2	1	1	1	1	93.3	1	1	1	2	98.9
1	1	1	1	112.9	1	1	1	1	105.7	1	1	1	2	102.2
1	1	1	1	100.2	1	1	1	1	96.8	1	1	1	2	87.2
1	1	1	1	82.3	1	1	1	1	114.2	1	1	1	2	89.3
1	1	1	1	108.6	1	1	1	1	100.6	1	1	1	2	117.5
1	1	1	1	109.4	1	1	1	1	96.5	1	1	1	2	77.3
1	1	1	1	84.9	1	1	1	1	77.4	1	1	1	2	98.1
1	1	1	1	99.7	1	1	1	1	88.1	1	1	1	2	88.8
1	1	1	1	101.1	1	1	1	1	94.6	1	1	1	2	101.7
1	1	1	1	104.5	1	1	1	1	101.3	1	1	1	2	80.2
1	1	1	1	106.3	1	1	1	1	118.2	1	1	1	2	107.3
1	1	1	1	96	1	1	1	1	101.6	1	1	1	2	96
1	1	1	1	109.1	1	1	1	1	83.8	1	1	1	2	87.4
1	1	1	1	109.1	1	1	1	1	98.2	1	1	1	2	107.2
1	1	1	1	99.6	1	1	1	1	86.5	1	1	1	2	111.3
1	1	1	1	95.2	1	1	1	1	99.7	1	1	1	2	85.5
1	1	1	1	105.8	1	1	1	1	92.3	1	1	1	2	112.6
1	1	1	1	92.3	1	1	1	1	89.3	1	1	1	2	87.6
1	1	1	1	104.5	1	1	1	1	95.7	1	1	1	2	97.7
1	1	1	1	101.3	1	1	1	1	90.4	1	1	1	2	107.1
1	1	1	1	97.2	1	1	1	1	94.9	1	1	1	2	100.6
1	1	1	1	103.3	1	1	1	1	102.6	1	1	1	2	82.9
1	1	1	1	97.5	1	1	1	1	102.5	1	1	1	2	98
1	1	1	1	81.4	1	1	1	1	104.4	1	1	1	2	84.9
1	1	1	1	95	1	1	1	1	105	1	1	1	2	117.8
1	1	1	1	78.2	1	1	1	1	109.5	1	1	1	2	99.8
1	1	1	1	107.1	1	1	1	1	91.7	1	1	1	2	109.8
1	1	1	1	92.5	1	1	1	1	98.3	1	1	1	2	113.7
1	1	1	1	99	1	1	1	1	93	1	1	1	2	86.8
1	1	1	1	110.8	1	1	1	1	102.8	1	1	1	2	91.9
1	1	1	1	110.3	1	1	1	1	93	1	1	1	2	97.8
1	1	1	1	99.3	1	1	1	1	92.6	1	1	1	2	98.2
1	1	1	1	101.1	1	1	1	1	92.5	1	1	1	2	80.1
1	1	1	1	95.9	1	1	1	1	96.9	1	1	1	2	83.6
1	1	1	1	91.4	1	1	1	1	81.8	1	1	1	2	91.8
1	1	1	1	102	1	1	1	1	105.6	1	1	1	2	114.1
1	1	1	1	87.8	1	1	1	1	100	1	1	1	2	101.9
1	1	1	1	104.5	1	1	1	1	77.8	1	1	1	2	91
1	1	1	1	92	1	1	1	1	101.7	1	1	1	2	102.6
1	1	1	1	104	1	1	1	1	96.4	1	1	1	2	81.4
1	1	1	1	99.7	1	1	1	1	103.7	1	1	1	2	97.2
1	1	1	1	100.4	1	1	1	1	83.2	1	1	1	2	89
1	1	1	1	92.1	1	1	1	1	95.7	1	1	1	2	95.8
1	1	1	1	93.2	1	1	1	1	97.1	1	1	1	2	111.9
1	1	1	1	93.4	1	1	1	1	88.9	1	1	1	2	98.5
1	1	1	1	99.3	1	1	1	1	92	1	1	1	2	111.4

Site	Lane marking	Wet	Light	Speed	Site	Lane marking	Wet	Light	Speed	Site	Lane marking	Wet	Light	Speed
1	1	1	1	81.1	1	1	1	1	105.4	1	1	1	2	105.6
1	1	1	1	84.3	1	1	1	1	78.8	1	1	1	2	91.8
1	1	1	1	86.6	1	1	1	1	98.6	1	1	1	2	87.9
1	1	1	1	108	1	1	1	1	98.3	1	1	1	2	119.9
1	1	1	1	96.8	1	1	1	1	106.2	1	1	1	2	104.1
1	1	1	1	96.2	1	1	1	1	109.2	1	1	1	2	86.7
1	1	1	1	96.1	1	1	1	1	116.6	1	1	2	1	95.5
1	1	1	1	105.8	1	1	1	1	94.6	1	1	2	1	80.9
1	1	1	1	113.5	1	1	1	1	83.8	1	1	2	1	86.7
1	1	1	1	111.3	1	1	1	1	95.4	1	1	2	1	97.6
1	1	1	1	100	1	1	1	1	90.8	1	1	2	1	85.1
1	1	1	1	94.4	1	1	1	1	98.7	1	1	2	1	88.2
1	1	1	1	109.8	1	1	1	1	90.7	1	1	2	1	100.3
1	1	1	1	88	1	1	1	1	91.1	1	1	2	1	90.3
1	1	1	1	98.3	1	1	1	1	103.8	1	1	2	1	106
1	1	1	1	96.9	1	1	1	1	114.4	1	1	2	1	103
1	1	1	1	105.3	1	1	1	1	108.9	1	1	2	1	76.6
1	1	1	1	87.9	1	1	1	1	106.1	1	1	2	1	100.8
1	1	1	1	74.2	1	1	1	1	106.9	1	1	2	1	93
1	1	1	1	99.1	1	1	1	1	86.9	1	1	2	1	103.8
1	1	1	1	88	1	1	1	1	89.6	1	1	2	1	99.3
1	1	1	1	99.7	1	1	1	1	95.3	1	1	2	1	78.7
1	1	1	1	113.1	1	1	1	1	101.9	1	1	2	1	102.2
1	1	1	1	97.8	1	1	1	1	95.7	1	1	2	1	113.4
1	1	1	1	94.6	1	1	1	1	112.9	1	1	2	1	109.4
1	1	1	1	102.3	1	1	1	1	92.8	1	1	2	1	103.5
1	1	1	1	79.6	1	1	1	1	96.5	1	1	2	1	89.2
1	1	1	1	87.9	1	1	1	1	89.2	1	1	2	1	92.8
1	1	1	1	100	1	1	1	1	90.5	1	1	2	1	94
1	1	1	1	94.2	1	1	1	1	103.1	1	1	2	1	82.6
1	1	1	1	85.4	1	1	1	1	103.5	1	1	2	1	89.8
1	1	1	1	99.7	1	1	1	1	102.9	1	1	2	1	92.9
1	1	1	1	94.1	1	1	1	1	102	1	1	2	1	97.6
1	1	1	1	117.8	1	1	1	1	87.1	1	1	2	1	85.6
1	1	1	1	91.7	1	1	1	1	96.1	1	1	2	1	101.7
1	1	1	1	98.6	1	1	1	1	104.6	1	1	2	1	108.6
1	1	1	1	103.3	1	1	1	1	80.8	1	1	2	1	93.5
1	1	1	1	97.9	1	1	1	1	91.4	1	1	2	1	98.1
1	1	1	1	93.1	1	1	1	1	88.4	1	1	2	1	104.4
1	1	1	1	107.5	1	1	1	1	102.1	1	1	2	1	90.2
1	1	1	1	110.4	1	1	1	1	90.3	1	1	2	1	96.5
1	1	1	1	86.3	1	1	1	1	82.1	1	1	2	1	99.7
1	1	1	1	97.5	1	1	1	1	106.6	1	1	2	1	99
1	1	1	1	105.3	1	1	1	1	92.3	1	1	2	1	98.4
1	1	1	1	86.4	1	1	1	1	102.7	1	1	2	1	98.8
1	1	1	1	96.7	1	1	1	1	91.8	1	1	2	1	95.8
1	1	1	1	91.2	1	1	1	1	105.4	1	1	2	1	105
1	1	1	1	73.8	1	1	1	1	100.4	1	1	2	1	100.9
1	1	1	1	99.4	1	1	1	1	101.9	1	1	2	1	91
1	1	1	1	82	1	1	1	1	96.6	1	1	2	1	98.6
1	1	1	1	104.3	1	1	1	1	101.5	1	1	2	1	109.9
1	1	1	1	99.5	1	1	1	1	96.6	1	1	2	1	105.9
1	1	1	1	120	1	1	1	1	96.5	1	1	2	1	98.4
1	1	1	1	109.7	1	1	1	1	91.9	1	1	2	1	82.5
1	1	1	1	104.1	1	1	1	1	94	1	1	2	1	88.9
1	1	1	1	91.7	1	1	1	1	102.4	1	1	2	1	105.2
1	1	1	1	89.1	1	1	1	1	98.1	1	1	2	1	79.6
1	1	1	1	104.2	1	1	1	1	96.7	1	1	2	1	98.8
1	1	1	1	89.5	1	1	1	1	93.9	1	1	2	1	91.8
1	1	1	1	95.3	1	1	1	1	88.6	1	1	2	1	95.5
1	1	1	1	96	1	1	1	1	94.8	1	1	2	1	86
1	1	1	1	96.6	1	1	1	1	91.5	1	1	2	1	109.4
1	1	1	1	107.1	1	1	1	1	95.9	1	1	2	1	98.7
1	1	1	1	99.3	1	1	1	1	84.2	1	1	2	1	86.4
1	1	1	1	96.4	1	1	1	1	102.3	1	1	2	1	105.2
1	1	1	1	93	1	1	1	1	83.7	1	1	2	1	108.7
1	1	1	1	93.8	1	1	1	1	113.5	1	1	2	1	94.6
1	1	1	1	91.6	1	1	1	1	96.2	1	1	2	1	93.7
1	1	1	1	100.5	1	1	1	1	107	1	1	2	1	81.8
1	1	1	1	107.1	1	1	1	1	100.3	1	1	2	1	105.8
1	1	1	1	99.4	1	1	1	1	98.7	1	1	2	1	101.8
1	1	1	1	103.4	1	1	1	1	92.6	1	1	2	1	106.1
1	1	1	1	100.7	1	1	1	1	96.3	1	1	2	1	91.7
1	1	1	1	97.2	1	1	1	1	78.7	1	1	2	1	104.4
1	1	1	1	99.5	1	1	1	1	102.6	1	1	2	1	83.4

Site	Lane marking	Wet	Light	Speed	Site	Lane marking	Wet	Light	Speed	Site	Lane marking	Wet	Light	Speed
1	1	1	1	100.9	1	1	1	1	103.7	1	1	2	1	105.2
1	1	1	1	96.2	1	1	1	1	89.5	1	1	2	1	107.9
1	1	1	1	103.2	1	1	1	1	92.7	1	1	2	1	88.2
1	1	1	1	78.2	1	1	1	1	95.1	1	1	2	1	103.7
1	1	1	1	88.2	1	1	1	1	115	1	1	2	1	85.6
1	1	1	1	96.1	1	1	1	1	93.7	1	1	2	1	85.4
1	1	1	1	92.8	1	1	1	1	110	1	1	2	1	100.8
1	1	1	1	93.3	1	1	1	1	95.7	1	1	2	1	86.6
1	1	1	1	93.2	1	1	1	1	80.4	1	1	2	1	105.4
1	1	1	1	85.4	1	1	1	1	99.5	1	1	2	1	78.5
1	1	1	1	98.1	1	1	1	1	100.2	1	1	2	1	94.9
1	1	1	1	103.9	1	1	1	1	97.8	1	1	2	1	102.2
1	1	1	1	78.7	1	1	1	1	90.2	1	1	2	1	99.1
1	1	1	1	109.4	1	1	1	1	94.6	1	1	2	1	91.1
1	1	1	1	104	1	1	1	1	91.7	1	1	2	1	101.9
1	1	1	1	92.7	1	1	1	1	74.9	1	1	2	1	99.2
1	1	1	1	111.4	1	1	1	1	102.2	1	1	2	1	98
1	1	1	1	94.2	1	1	1	1	94.4	1	1	2	1	95.5
1	1	1	1	103	1	1	1	1	96.1	1	1	2	1	91.8
1	1	1	1	100.1	1	1	1	1	100	1	1	2	1	93.3
1	1	1	1	101.9	1	1	1	1	96.9	1	1	2	1	96.1
1	1	1	1	95.9	1	1	1	1	82.8	1	1	2	2	105.8
1	1	1	1	103.7	1	1	1	1	97.5	1	1	2	2	97.4
1	1	1	1	84.1	1	1	1	1	93.8	1	1	2	2	83.3
1	1	1	1	95	1	1	1	1	100.7	1	1	2	2	112
1	1	1	1	104	1	1	1	1	101.6	1	1	2	2	106
1	1	1	1	100	1	1	1	1	97.9	1	1	2	2	107.5
1	1	1	1	95	1	1	1	1	103.7	1	1	2	2	83.5
1	1	1	1	117.3	1	1	1	1	83.2	1	1	2	2	93.7
1	1	1	1	103.3	1	1	1	1	99.3	1	1	2	2	94.4
1	1	1	1	101.6	1	1	1	1	116	1	1	2	2	93.5
1	1	1	1	106.4	1	1	1	1	78.9	1	1	2	2	90.1
1	1	1	1	90.7	1	1	1	1	93.5	1	1	2	2	88.7
1	1	1	1	109.4	1	1	1	1	101.9	1	1	2	2	101.7
1	1	1	1	95.2	1	1	1	1	102.2	1	1	2	2	103.9
1	1	1	1	98.4	1	1	1	1	109.6	1	1	2	2	86.7
1	1	1	1	94.1	1	1	1	1	96.1	1	1	2	2	91.1
1	1	1	1	96.1	1	1	1	1	97	1	1	2	2	108.4
1	1	1	1	95.2	1	1	1	1	100.5	1	1	2	2	92
1	1	1	1	103.7	1	1	1	1	85.1	1	1	2	2	91.5
1	1	1	1	114.1	1	1	1	1	114.9	1	1	2	2	88.6
1	1	1	1	88.6	1	1	1	1	99.1					

Site	Lane marking	Wet	Light	Speed	Site	Lane marking	Wet	Light	Speed	Site	Lane marking	Wet	Light	Speed
2	2	1	1	82.5	2	2	1	1	74.1	2	2	1	1	93.2
2	2	1	1	72.9	2	2	1	1	60.8	2	2	1	1	91
2	2	1	1	95.3	2	2	1	1	59.6	2	2	1	1	60.5
2	2	1	1	60.2	2	2	1	1	96.1	2	2	1	1	114.1
2	2	1	1	74.4	2	2	1	1	87	2	2	1	1	99.5
2	2	1	1	81.3	2	2	1	1	116.3	2	2	1	1	93.2
2	2	1	1	86.4	2	2	1	1	98.2	2	2	1	1	72.8
2	2	1	1	71.1	2	2	1	1	88.4	2	2	1	1	69.1
2	2	1	1	68.4	2	2	1	1	41	2	2	1	1	56.5
2	2	1	1	83.8	2	2	1	1	86.1	2	2	1	1	84.1
2	2	1	1	57.1	2	2	1	1	30.9	2	2	1	1	92.7
2	2	1	1	86.5	2	2	1	1	87.3	2	2	1	1	59.3
2	2	1	1	84.5	2	2	1	1	59.9	2	2	1	1	97.3
2	2	1	1	64.8	2	2	1	1	87.3	2	2	1	1	89
2	2	1	1	99.4	2	2	1	1	79.5	2	2	1	1	91.5
2	2	1	1	94.1	2	2	1	1	86.9	2	2	1	1	87.8
2	2	1	1	75.4	2	2	1	1	85.2	2	2	1	1	42.7
2	2	1	1	30.5	2	2	1	1	56.1	2	2	1	1	29.4
2	2	1	1	70.1	2	2	1	1	99.5	2	2	1	1	102.1
2	2	1	1	85.2	2	2	1	1	93.5	2	2	1	1	90.8
2	2	1	1	66	2	2	1	1	89.9	2	2	1	1	43.9
2	2	1	1	95.1	2	2	1	1	75.5	2	2	1	1	78.5
2	2	1	1	64.6	2	2	1	1	87.1	2	2	1	1	88.1
2	2	1	1	79.9	2	2	1	1	82.5	2	2	1	1	106.8
2	2	1	1	86.1	2	2	1	1	60.1	2	2	1	1	64
2	2	1	1	63.9	2	2	1	1	59.4	2	2	1	1	90.1
2	2	1	1	101.1	2	2	1	1	89.9	2	2	1	1	56.5
2	2	1	1	81.1	2	2	1	1	70.7	2	2	1	1	98.3
2	2	1	1	93.5	2	2	1	1	93	2	2	1	1	64.2
2	2	1	1	98.3	2	2	1	1	65.4	2	2	1	1	71.1
2	2	1	1	83.4	2	2	1	1	60.1	2	2	1	1	74.8
2	2	1	1	97.5	2	2	1	1	91.7	2	2	1	1	77.6
2	2	1	1	93.7	2	2	1	1	64.4	2	2	1	1	111.2
2	2	1	1	123.1	2	2	1	1	54.6	2	2	1	1	77.2
2	2	1	1	78.8	2	2	1	1	41.9	2	2	1	1	109.7
2	2	1	1	73.6	2	2	1	1	89	2	2	1	1	98.7
2	2	1	1	75.8	2	2	1	1	104.8	2	2	1	1	27.2
2	2	1	1	95.6	2	2	1	1	76.3	2	2	1	1	104.5
2	2	1	1	87.3	2	2	1	1	59.3	2	2	1	1	66.9
2	2	1	1	105	2	2	1	1	67.1	2	2	1	1	68
2	2	1	1	65.1	2	2	1	1	85.1	2	2	1	1	71.1
2	2	1	1	97.4	2	2	1	1	106.5	2	2	1	1	70.9
2	2	1	1	37	2	2	1	1	83.5	2	2	1	1	74.5
2	2	1	1	94.9	2	2	1	1	91.3	2	2	1	1	106.9
2	2	1	1	98.3	2	2	1	1	78.1	2	2	1	1	70.6
2	2	1	1	84.5	2	2	1	1	74.5	2	2	1	1	75.5
2	2	1	1	107.4	2	2	1	1	94.7	2	2	1	1	57.1
2	2	1	1	89.7	2	2	1	1	89.5	2	2	1	1	72.1
2	2	1	1	60	2	2	1	1	102.2	2	2	1	1	83
2	2	1	1	85.5	2	2	1	1	43.8	2	2	1	1	97.3
2	2	1	1	78	2	2	1	1	103.3	2	2	1	1	82.8
2	2	1	1	75	2	2	1	1	91.3	2	2	1	1	67.4
2	2	1	1	54.5	2	2	1	1	114.5	2	2	1	1	81.1
2	2	1	1	70.4	2	2	1	1	69.9	2	2	1	1	86
2	2	1	1	88.6	2	2	1	1	71.3	2	2	1	1	75
2	2	1	1	61.7	2	2	1	1	74.5	2	2	1	1	63.7
2	2	1	1	87.8	2	2	1	1	70.2	2	2	1	1	68.6
2	2	1	1	83.6	2	2	1	1	76.2	2	2	1	1	107.3
2	2	1	1	85	2	2	1	1	47.5	2	2	1	1	84
2	2	1	1	91.4	2	2	1	1	104.7	2	2	1	1	48.1
2	2	1	1	78.7	2	2	1	1	51.4	2	2	1	1	17.8
2	2	1	1	99.1	2	2	1	1	97.3	2	2	1	1	87.8
2	2	1	1	94.3	2	2	1	1	81.1	2	2	1	1	82.9
2	2	1	1	92.5	2	2	1	1	73.7	2	2	1	1	96.2
2	2	1	1	68.2	2	2	1	1	92.1	2	2	1	1	90.9
2	2	1	1	70.7	2	2	1	1	71.7	2	2	1	1	56.2
2	2	1	1	118.3	2	2	1	1	95.9	2	2	1	2	98.4
2	2	1	1	90.4	2	2	1	1	77.9	2	2	1	2	78.3
2	2	1	1	41.8	2	2	1	1	70.6	2	2	1	2	82.3
2	2	1	1	93.1	2	2	1	1	74.2	2	2	1	2	94.2
2	2	1	1	112.4	2	2	1	1	80.9	2	2	1	2	63.1
2	2	1	1	28.4	2	2	1	1	23.9	2	2	1	2	80.9
2	2	1	1	73	2	2	1	1	61.9	2	2	1	2	68.1
2	2	1	1	74.4	2	2	1	1	101.3	2	2	1	2	66.7
2	2	1	1	49.6	2	2	1	1	59.3	2	2	1	2	95

Site	Lane marking	Wet	Light	Speed	Site	Lane marking	Wet	Light	Speed	Site	Lane marking	Wet	Light	Speed
2	2	1	1	93.6	2	2	1	1	81	2	2	1	2	71.6
2	2	1	1	73.7	2	2	1	1	85.6	2	2	1	2	104.5
2	2	1	1	87.4	2	2	1	1	79.9	2	2	1	2	48.9
2	2	1	1	88.5	2	2	1	1	64.4	2	2	1	2	77.9
2	2	1	1	93.6	2	2	1	1	79.5	2	2	1	2	54.1
2	2	1	1	112.2	2	2	1	1	79.7	2	2	1	2	98.5
2	2	1	1	114.1	2	2	1	1	101.9	2	2	1	2	97.3
2	2	1	1	75.9	2	2	1	1	69.9	2	2	1	2	95
2	2	1	1	78.2	2	2	1	1	93.8	2	2	1	2	83.1
2	2	1	1	67.6	2	2	1	1	37.1	2	2	1	2	78.3
2	2	1	1	92.6	2	2	1	1	68.8	2	2	1	2	37.7
2	2	1	1	30.9	2	2	1	1	104.7	2	2	1	2	98.5
2	2	1	1	73.6	2	2	1	1	74.3	2	2	1	2	79.6
2	2	1	1	53.9	2	2	1	1	90.2	2	2	1	2	90.9
2	2	1	1	37	2	2	1	1	88.7	2	2	1	2	112.4
2	2	1	1	56.6	2	2	1	1	102.5	2	2	1	2	99.8
2	2	1	1	73	2	2	1	1	92.4	2	2	1	2	109.7
2	2	1	1	75.8	2	2	1	1	96.2	2	2	1	2	48.9
2	2	1	1	89	2	2	1	1	103.8	2	2	1	2	61.3
2	2	1	1	62.1	2	2	1	1	69	2	2	1	2	109.7
2	2	1	1	77.8	2	2	1	1	12.6	2	2	1	2	48.9
2	2	1	1	56.1	2	2	1	1	80.8	2	2	1	2	98.4
2	2	1	1	81.8	2	2	1	1	64.9	2	2	1	2	89.6
2	2	1	1	29	2	2	1	1	63.1	2	2	1	2	62.1
2	2	1	1	83	2	2	1	1	47.7	2	2	1	2	60.1
2	2	1	1	63.3	2	2	1	1	62.9	2	2	1	2	78.3
2	2	1	1	65.4	2	2	1	1	84	2	2	1	2	97.2
2	2	1	1	106.5	2	2	1	1	73.5	2	2	1	2	91
2	2	1	1	56.2	2	2	1	1	60	2	2	1	2	89.1
2	2	1	1	96.6	2	2	1	1	70.4	2	2	1	2	106.1
2	2	1	1	80.4	2	2	1	1	57.5	2	2	1	2	64.1
2	2	1	1	69.3	2	2	1	1	95.7	2	2	1	2	92
2	2	1	1	95.2	2	2	1	1	76.9	2	2	1	2	126.9
2	2	1	1	90	2	2	1	1	86.4	2	2	1	2	89.6
2	2	1	1	99	2	2	1	1	100.9	2	2	1	2	89.7
2	2	1	1	76.5	2	2	1	1	28.8	2	2	1	2	71.1
2	2	1	1	46.2	2	2	1	1	103.6	2	2	1	2	117
2	2	1	1	86.7	2	2	1	1	100.4	2	2	1	2	109.7
2	2	1	1	73.1	2	2	1	1	72.2	2	2	1	2	86.7
2	2	1	1	104.4	2	2	1	1	31.5	2	2	1	2	86.7
2	2	1	1	96.6	2	2	1	1	79.2	2	2	1	2	81.3
2	2	1	1	77.4	2	2	1	1	90.3	2	2	1	2	98.5
2	2	1	1	87.3	2	2	1	1	89.9	2	2	1	2	37.7
2	2	1	1	76.9	2	2	1	1	42.9	2	2	1	2	103.4
2	2	1	1	85.5	2	2	1	1	68.2	2	2	1	2	114.1
2	2	1	1	91.5	2	2	1	1	61.5	2	2	1	2	77
2	2	1	1	97	2	2	1	1	65.4	2	2	1	2	102.9
2	2	1	1	59.1	2	2	1	1	68.2	2	2	1	2	65.5
2	2	1	1	79.7	2	2	1	1	66.5	2	2	1	2	61.7
2	2	1	1	84	2	2	1	1	91.6	2	2	1	2	63.1
2	2	1	1	72.5	2	2	1	1	93.2	2	2	1	2	63.1
2	2	1	1	24.9	2	2	1	1	92.7	2	2	1	2	106.9
2	2	1	1	99.9	2	2	1	1	52.4	2	2	1	2	94.7
2	2	1	1	98.9	2	2	1	1	58.7	2	2	1	2	100.5
2	2	1	1	100	2	2	1	1	96.3	2	2	1	2	102.9
2	2	1	1	96.9	2	2	1	1	75.3	2	2	1	2	110.6
2	2	1	1	64.8	2	2	1	1	70.1	2	2	1	2	79.4
2	2	1	1	80.2	2	2	1	1	73.1	2	2	1	2	90.5
2	2	1	1	60.1	2	2	1	1	87.4	2	2	1	2	82.9
2	2	1	1	75.1	2	2	1	1	84.4	2	2	1	2	80
2	2	1	1	112.2	2	2	1	1	75.7	2	2	1	2	85.2
2	2	1	1	87.5	2	2	1	1	92.2	2	2	1	2	85
2	2	1	1	101.2	2	2	1	1	106	2	2	1	2	83.1
2	2	1	1	98.2	2	2	1	1	68	2	2	1	2	74.4
2	2	1	1	64.4	2	2	1	1	82	2	2	1	2	110.6
2	2	1	1	78.3	2	2	1	1	76.3	2	2	1	2	78.3
2	2	1	1	45.2	2	2	1	1	87.8	2	2	1	2	89.1
2	2	1	1	77.6	2	2	1	1	84.3	2	2	1	2	80.9
2	2	1	1	98.9	2	2	1	1	61.6	2	2	1	2	61.3
2	2	1	1	97.8	2	2	1	1	88.5	2	2	1	2	106.1
2	2	1	1	83.4	2	2	1	1	106.9	2	2	1	2	88.3
2	2	1	1	88.5	2	2	1	1	86.5	2	2	1	2	78.3
2	2	1	1	100.1	2	2	1	1	63.2	2	2	1	2	60.4
2	2	1	1	91.9	2	2	1	1	71.7	2	2	1	2	63.1
2	2	1	1	39	2	2	1	1	88.5	2	2	1	2	78.6

Site	Lane marking	Wet	Light	Speed	Site	Lane marking	Wet	Light	Speed	Site	Lane marking	Wet	Light	Speed
2	2	1	1	26.6	2	2	1	1	95.7	2	2	1	2	83.7
2	2	1	1	75.5	2	2	1	1	65.9	2	2	1	2	83.1
2	2	1	1	99.1	2	2	1	1	50.9	2	2	1	2	60.1
2	2	1	1	90	2	2	1	1	56	2	2	1	2	78.3
2	2	1	1	91.3	2	2	1	1	98.3	2	2	1	2	80
2	2	1	1	90.6	2	2	1	1	98.2	2	2	1	2	74.5
2	2	1	1	95.6	2	2	1	1	85.1	2	2	2	1	85.1
2	2	1	1	99.5	2	2	1	1	51.5	2	2	2	1	79.9
2	2	1	1	87	2	2	1	1	103.6	2	2	2	1	86.3
2	2	1	1	99.1	2	2	1	1	66.4	2	2	2	1	85
2	2	1	1	118	2	2	1	1	89.7	2	2	2	1	99.6
2	2	1	1	79.7	2	2	1	1	51.5	2	2	2	1	77.9
2	2	1	1	65.5	2	2	1	1	61.1	2	2	2	1	96.9
2	2	1	1	104.5	2	2	1	1	97	2	2	2	1	102.8
2	2	1	1	57.5	2	2	1	1	71.6	2	2	2	1	30.7
2	2	1	1	75	2	2	1	1	88.5	2	2	2	1	92.7
2	2	1	1	107.8	2	2	1	1	52.7	2	2	2	1	51.6
2	2	1	1	81.5	2	2	1	1	75.9	2	2	2	1	82.5
2	2	1	1	73.1	2	2	1	1	79.5	2	2	2	1	83.8
2	2	1	1	68	2	2	1	1	69.9	2	2	2	1	99.4
2	2	1	1	98.3	2	2	1	1	47.4	2	2	2	1	68.5
2	2	1	1	86.4	2	2	1	1	113.4	2	2	2	1	81.3
2	2	1	1	69.1	2	2	1	1	79.7	2	2	2	1	66.2
2	2	1	1	68.5	2	2	1	1	97	2	2	2	1	79.7
2	2	1	1	34.1	2	2	1	1	78.4	2	2	2	1	58.4
2	2	1	1	86.9	2	2	1	1	89.6	2	2	2	1	69.3
2	2	1	1	55.7	2	2	1	1	93.1	2	2	2	1	79.9
2	2	1	1	61.8	2	2	1	1	61.8	2	2	2	1	54
2	2	1	1	102.8	2	2	1	1	72.1	2	2	2	1	59.5
2	2	1	1	98.3	2	2	1	1	73.1	2	2	2	1	70.1
2	2	1	1	85.5	2	2	1	1	87.7	2	2	2	1	73.3
2	2	1	1	118	2	2	1	1	72.7	2	2	2	1	73.1
2	2	1	1	74.4	2	2	1	1	70.8	2	2	2	1	82.5
2	2	1	1	83.2	2	2	1	1	71.1	2	2	2	1	85.5
2	2	1	1	65.1	2	2	1	1	87.4	2	2	2	1	69.2
2	2	1	1	84.5	2	2	1	1	105.7	2	2	2	1	70.7
2	2	1	1	92.6	2	2	1	1	80.4	2	2	2	1	103.2
2	2	1	1	66.4	2	2	1	1	69.9	2	2	2	1	82.5
2	2	1	1	84.3	2	2	1	1	79.2	2	2	2	1	69.5
2	2	1	1	86.9	2	2	1	1	101.5	2	2	2	1	78.2
2	2	1	1	82.6	2	2	1	1	85.2	2	2	2	1	62.4
2	2	1	1	76.9	2	2	1	1	76	2	2	2	1	108.3
2	2	1	1	65.6	2	2	1	1	112.9	2	2	2	1	104.1
2	2	1	1	80.7	2	2	1	1	96.9	2	2	2	1	86.9
2	2	1	1	51.6	2	2	1	1	93.9	2	2	2	1	82.4
2	2	1	1	80.3	2	2	1	1	84.8	2	2	2	1	72.3
2	2	1	1	75.4	2	2	1	1	98.6	2	2	2	1	93.8
2	2	1	1	24.5	2	2	1	1	106.8	2	2	2	1	100.3
2	2	1	1	86.9	2	2	1	1	80.4	2	2	2	1	64.2
2	2	1	1	82.8	2	2	1	1	84.6	2	2	2	1	61.1
2	2	1	1	50.9	2	2	1	1	75.8	2	2	2	1	68.2
2	2	1	1	75.2	2	2	1	1	82	2	2	2	1	56.8
2	2	1	1	36.4	2	2	1	1	84.5	2	2	2	1	65.9
2	2	1	1	71.5	2	2	1	1	70.7	2	2	2	1	47.2
2	2	1	1	94.9	2	2	1	1	74.5	2	2	2	1	64.2
2	2	1	1	83.8	2	2	1	1	62.8	2	2	2	1	96
2	2	1	1	57.9	2	2	1	1	72.2	2	2	2	1	79.9
2	2	1	1	81.8	2	2	1	1	100.7	2	2	2	1	61.3
2	2	1	1	89.1	2	2	1	1	80.5	2	2	2	1	47.2
2	2	1	1	93.7	2	2	1	1	88.8	2	2	2	1	60.1
2	2	1	1	75.7	2	2	1	1	95.2	2	2	2	1	66.3
2	2	1	1	94.7	2	2	1	1	104.6	2	2	2	1	83.3
2	2	1	1	68.2	2	2	1	1	85.1	2	2	2	1	72.8
2	2	1	1	111.9	2	2	1	1	66.5	2	2	2	1	69.5
2	2	1	1	86.2	2	2	1	1	80.6	2	2	2	1	66.5
2	2	1	1	91.6	2	2	1	1	70.6	2	2	2	1	72.2
2	2	1	1	68.6	2	2	1	1	103.3	2	2	2	1	47.2
2	2	1	1	90.5	2	2	1	1	91.1	2	2	2	1	92.6
2	2	1	1	98.3	2	2	1	1	61.2	2	2	2	1	99
2	2	1	1	104.3	2	2	1	1	86.1	2	2	2	1	79.3
2	2	1	1	99.5	2	2	1	1	86.7	2	2	2	1	83.7
2	2	1	1	105.8	2	2	1	1	78.2	2	2	2	1	88.3
2	2	1	1	92.4	2	2	1	1	73	2	2	2	1	92.7
2	2	1	1	79.2	2	2	1	1	91.2	2	2	2	1	85
2	2	1	1	78.8	2	2	1	1	54	2	2	2	1	108.3

Site	Lane marking	Wet	Light	Speed	Site	Lane marking	Wet	Light	Speed	Site	Lane marking	Wet	Light	Speed
2	2	1	1	77.9	2	2	1	1	74.7	2	2	2	1	72.3
2	2	1	1	114.1	2	2	1	1	22.5	2	2	2	1	73.3
2	2	1	1	101.1	2	2	1	1	101.5	2	2	2	1	85.1
2	2	1	1	97	2	2	1	1	93.7	2	2	2	1	102.3
2	2	1	1	81.4	2	2	1	1	92.8	2	2	2	1	69.7
2	2	1	1	84.5	2	2	1	1	68	2	2	2	1	84.2
2	2	1	1	109.6	2	2	1	1	89.7	2	2	2	1	95.2
2	2	1	1	68.4	2	2	1	1	50.2	2	2	2	1	69.6
2	2	1	1	86	2	2	1	1	113.8	2	2	2	1	91.4
2	2	1	1	81.2	2	2	1	1	70	2	2	2	1	66.5
2	2	1	1	82.8	2	2	1	1	87.6	2	2	2	1	102.8
2	2	1	1	51.4	2	2	1	1	97	2	2	2	1	17.8
2	2	1	1	66.7	2	2	1	1	75	2	2	2	1	90.1
2	2	1	1	86.9	2	2	1	1	62.2	2	2	2	1	81
2	2	1	1	62.8	2	2	1	1	89.9	2	2	2	1	66.5
2	2	1	1	90.3	2	2	1	1	96.1	2	2	2	1	79.3
2	2	1	1	28.4	2	2	1	1	59.6	2	2	2	1	72.7
2	2	1	1	88.5	2	2	1	1	78.4	2	2	2	1	80.9
2	2	1	1	25.2	2	2	1	1	89.9	2	2	2	1	80.3
2	2	1	1	103	2	2	1	1	73.2	2	2	2	1	97.5
2	2	1	1	41.1	2	2	1	1	87.3	2	2	2	1	98.9
2	2	1	1	96.7	2	2	1	1	51.8	2	2	2	2	91.8
2	2	1	1	91.4	2	2	1	1	92.7	2	2	2	2	102.1
2	2	1	1	56.2	2	2	1	1	97.6	2	2	2	2	39.7
2	2	1	1	82.6	2	2	1	1	62.4	2	2	2	2	103
2	2	1	1	30.3	2	2	1	1	100	2	2	2	2	69.4
2	2	1	1	71.5	2	2	1	1	100.3	2	2	2	2	106.5
2	2	1	1	99.2	2	2	1	1	74.5	2	2	2	2	90.8
2	2	1	1	75	2	2	1	1	84.1	2	2	2	2	106.5
2	2	1	1	76	2	2	1	1	83.6	2	2	2	2	83.8
2	2	1	1	83.7	2	2	1	1	58	2	2	2	2	97.8
2	2	1	1	47.1	2	2	1	1	26.3	2	2	2	2	102.1
2	2	1	1	82	2	2	1	1	46.7	2	2	2	2	72.9
2	2	1	1	87.3	2	2	1	1	33.4	2	2	2	2	69.5
2	2	1	1	56.5	2	2	1	1	96.7	2	2	2	2	97.8
2	2	1	1	97.6	2	2	1	1	59.1	2	2	2	2	78.7
2	2	1	1	82.9	2	2	1	1	81.6	2	2	2	2	91
2	2	1	1	113.3	2	2	1	1	81.2	2	2	2	2	72.9
2	2	1	1	87	2	2	1	1	73.5	2	2	2	2	87.4
2	2	1	1	96.1	2	2	1	1	63.2	2	2	2	2	46.8
2	2	1	1	101.4	2	2	1	1	96.7	2	2	2	2	106.5
2	2	1	1	45.6	2	2	1	1	24.5					

Site	Lane marking	Wet	Light	Speed	Site	Lane marking	Wet	Light	Speed	Site	Lane marking	Wet	Light	Speed
3	1	1	1	74.1	3	1	1	1	97.3	3	1	1	1	84.8
3	1	1	1	69.4	3	1	1	1	83.5	3	1	1	1	88.5
3	1	1	1	119.4	3	1	1	1	125.5	3	1	1	1	81.1
3	1	1	1	59.1	3	1	1	1	69.4	3	1	1	1	104.1
3	1	1	1	79.6	3	1	1	1	108.5	3	1	1	1	82
3	1	1	1	100.9	3	1	1	1	80.6	3	1	1	1	70.3
3	1	1	1	70	3	1	1	1	89.2	3	1	1	1	88.2
3	1	1	1	72.8	3	1	1	1	76.3	3	1	1	1	117.6
3	1	1	1	57.8	3	1	1	1	85.6	3	1	1	1	82.6
3	1	1	1	119.2	3	1	1	1	68	3	1	1	1	80.9
3	1	1	1	86.9	3	1	1	1	76.4	3	1	1	1	71.1
3	1	1	1	92.3	3	1	1	1	78.2	3	1	1	1	75.9
3	1	1	1	85.7	3	1	1	1	118.2	3	1	1	1	109.7
3	1	1	1	110.8	3	1	1	1	87.2	3	1	1	1	86.7
3	1	1	1	100.4	3	1	1	1	118.5	3	1	1	1	69.3
3	1	1	1	65.2	3	1	1	1	79.1	3	1	1	1	109.8
3	1	1	1	86.9	3	1	1	1	111.3	3	1	1	1	81.2
3	1	1	1	85.7	3	1	1	1	97.6	3	1	1	1	60.6
3	1	1	1	90.1	3	1	1	1	97.3	3	1	1	1	77.5
3	1	1	1	101.6	3	1	1	1	100.7	3	1	1	1	126.7
3	1	1	1	93.7	3	1	1	1	91.5	3	1	1	1	75.4
3	1	1	1	79.4	3	1	1	1	65.1	3	1	1	1	100.5
3	1	1	1	87.7	3	1	1	1	95.6	3	1	1	1	93.4
3	1	1	1	94.4	3	1	1	1	106.6	3	1	1	1	84.8
3	1	1	1	101.3	3	1	1	1	87.1	3	1	1	1	86.2
3	1	1	1	87.4	3	1	1	1	75.5	3	1	1	1	79.7
3	1	1	1	113.1	3	1	1	1	72.9	3	1	1	1	125
3	1	1	1	96.8	3	1	1	1	63.4	3	1	1	1	81.6
3	1	1	1	74	3	1	1	1	117.6	3	1	1	1	90.1
3	1	1	1	69.8	3	1	1	1	104.3	3	1	1	1	88.1
3	1	1	1	69.3	3	1	1	1	74.2	3	1	1	1	92
3	1	1	1	101.3	3	1	1	1	89.4	3	1	1	1	108.2
3	1	1	1	74.2	3	1	1	1	87.9	3	1	1	1	77.6
3	1	1	1	99.6	3	1	1	1	109.4	3	1	1	1	103
3	1	1	1	72.6	3	1	1	1	81.7	3	1	1	1	74.4
3	1	1	1	102.2	3	1	1	1	113.1	3	1	1	1	62
3	1	1	1	98.4	3	1	1	1	129.5	3	1	1	1	73.9
3	1	1	1	72.6	3	1	1	1	120.4	3	1	1	1	56.6
3	1	1	1	101.3	3	1	1	1	98.3	3	1	1	1	116.2
3	1	1	1	60.8	3	1	1	1	90.1	3	1	1	1	103.7
3	1	1	1	87.9	3	1	1	1	92.3	3	1	1	1	72.9
3	1	1	1	120.1	3	1	1	1	63.4	3	1	1	1	48.3
3	1	1	1	80	3	1	1	1	110.4	3	1	1	1	134.5
3	1	1	1	80.9	3	1	1	1	70.6	3	1	1	1	81.8
3	1	1	1	72.4	3	1	1	1	108.8	3	1	1	1	85
3	1	1	1	99.2	3	1	1	1	89.2	3	1	1	1	115.4
3	1	1	1	63.4	3	1	1	1	65.2	3	1	1	1	66.6
3	1	1	1	84.8	3	1	1	1	113.6	3	1	1	1	93.6
3	1	1	1	90.1	3	1	1	1	65.9	3	1	1	1	85
3	1	1	1	89.4	3	1	1	1	108	3	1	1	1	89.1
3	1	1	1	102.4	3	1	1	1	77.7	3	1	1	1	102.1
3	1	1	1	100.4	3	1	1	1	87.7	3	1	1	1	97.3
3	1	1	1	141.3	3	1	1	1	64.8	3	1	1	1	88.4
3	1	1	1	83.8	3	1	1	1	82	3	1	1	1	71.9
3	1	1	1	58.6	3	1	1	1	90.6	3	1	1	1	34.7
3	1	1	1	93.1	3	1	1	1	85.7	3	1	1	1	106.6
3	1	1	1	115.6	3	1	1	1	63.4	3	1	1	1	73.2
3	1	1	1	92.9	3	1	1	1	113.2	3	1	1	1	108.2
3	1	1	1	118.2	3	1	1	1	58.2	3	1	1	1	66.7
3	1	1	1	43.3	3	1	1	1	85.9	3	1	1	1	104.8
3	1	1	1	84.8	3	1	1	1	80.3	3	1	1	1	70.7
3	1	1	1	109.5	3	1	1	1	65.6	3	1	1	1	134
3	1	1	1	75.7	3	1	1	1	73.5	3	1	1	1	79.1
3	1	1	1	61.1	3	1	1	1	77.4	3	1	1	1	30.5
3	1	1	1	76	3	1	1	1	102.1	3	1	1	1	102.6
3	1	1	1	78.2	3	1	1	1	86.2	3	1	1	1	77.1
3	1	1	1	53.5	3	1	1	1	92.2	3	1	1	2	83.3
3	1	1	1	78	3	1	1	1	113.7	3	1	1	2	80.3
3	1	1	1	138.3	3	1	1	1	30.4	3	1	1	2	114.8
3	1	1	1	84	3	1	1	1	83.8	3	1	1	2	67.8
3	1	1	1	69.8	3	1	1	1	87	3	1	1	2	84
3	1	1	1	119.5	3	1	1	1	109.8	3	1	1	2	72.3
3	1	1	1	88.6	3	1	1	1	105.3	3	1	1	2	119.4
3	1	1	1	69.3	3	1	1	1	79.9	3	1	1	2	89.1
3	1	1	1	90.7	3	1	1	1	97.9	3	1	1	2	117.5

Site	Lane marking	Wet	Light	Speed	Site	Lane marking	Wet	Light	Speed	Site	Lane marking	Wet	Light	Speed
3	1	1	1	77.4	3	1	1	1	84.2	3	1	1	2	80
3	1	1	1	115.3	3	1	1	1	123.8	3	1	1	2	83.7
3	1	1	1	99.4	3	1	1	1	111.1	3	1	1	2	90.6
3	1	1	1	62	3	1	1	1	79.4	3	1	1	2	83.8
3	1	1	1	89.4	3	1	1	1	105.6	3	1	1	2	106.1
3	1	1	1	103.5	3	1	1	1	75.6	3	1	1	2	82.7
3	1	1	1	61.2	3	1	1	1	99.6	3	1	1	2	79.2
3	1	1	1	73.9	3	1	1	1	79.4	3	1	1	2	79.6
3	1	1	1	66.1	3	1	1	1	89.7	3	1	1	2	91.9
3	1	1	1	121.9	3	1	1	1	117.6	3	1	1	2	79.4
3	1	1	1	69.8	3	1	1	1	81.5	3	1	1	2	86
3	1	1	1	96	3	1	1	1	78.9	3	1	1	2	118.2
3	1	1	1	117.4	3	1	1	1	97.4	3	1	1	2	104.3
3	1	1	1	134.7	3	1	1	1	111.9	3	1	1	2	63.5
3	1	1	1	68.8	3	1	1	1	97.3	3	1	1	2	83.1
3	1	1	1	141.3	3	1	1	1	96.5	3	1	1	2	85.1
3	1	1	1	84	3	1	1	1	60.5	3	1	1	2	79.5
3	1	1	1	71.1	3	1	1	1	78.1	3	1	1	2	61.1
3	1	1	1	85.4	3	1	1	1	84.1	3	1	1	2	82.8
3	1	1	1	84.4	3	1	1	1	29.6	3	1	1	2	80.9
3	1	1	1	85.6	3	1	1	1	68.2	3	1	1	2	87.3
3	1	1	1	66.6	3	1	1	1	81.1	3	1	1	2	69.2
3	1	1	1	59.6	3	1	1	1	66.2	3	1	1	2	61.1
3	1	1	1	70.9	3	1	1	1	106.8	3	1	1	2	104.6
3	1	1	1	87.9	3	1	1	1	83.8	3	1	1	2	93.6
3	1	1	1	100.2	3	1	1	1	53.1	3	1	1	2	55.5
3	1	1	1	85.5	3	1	1	1	27.1	3	1	1	2	90.2
3	1	1	1	77.2	3	1	1	1	101.3	3	1	1	2	79.6
3	1	1	1	77.4	3	1	1	1	74.1	3	1	1	2	81
3	1	1	1	112.7	3	1	1	1	79.1	3	1	1	2	97.5
3	1	1	1	92.9	3	1	1	1	63.4	3	1	1	2	75.3
3	1	1	1	117.6	3	1	1	1	147.3	3	1	1	2	119.3
3	1	1	1	96.5	3	1	1	1	100.9	3	1	1	2	77.4
3	1	1	1	72	3	1	1	1	87.7	3	1	1	2	87.8
3	1	1	1	62.3	3	1	1	1	100.1	3	1	1	2	87.9
3	1	1	1	80.9	3	1	1	1	94.4	3	1	1	2	97.8
3	1	1	1	93	3	1	1	1	78.3	3	1	1	2	111.1
3	1	1	1	80.3	3	1	1	1	79.4	3	1	1	2	88.4
3	1	1	1	105.5	3	1	1	1	102.4	3	1	1	2	91.5
3	1	1	1	109.8	3	1	1	1	81.5	3	1	1	2	95.3
3	1	1	1	74.1	3	1	1	1	103.7	3	1	1	2	101
3	1	1	1	108.9	3	1	1	1	37.1	3	1	1	2	59.3
3	1	1	1	100.7	3	1	1	1	67.4	3	1	1	2	14.2
3	1	1	1	118.2	3	1	1	1	72.6	3	1	1	2	55.3
3	1	1	1	86.8	3	1	1	1	85	3	1	1	2	66.6
3	1	1	1	94.4	3	1	1	1	80.3	3	1	1	2	97.9
3	1	1	1	70.3	3	1	1	1	108.8	3	1	1	2	92.9
3	1	1	1	72.6	3	1	1	1	67.3	3	1	1	2	34.7
3	1	1	1	72.9	3	1	1	1	131.1	3	1	1	2	83.1
3	1	1	1	86.2	3	1	1	1	114.7	3	1	1	2	56.4
3	1	1	1	147.3	3	1	1	1	72.4	3	1	1	2	85.6
3	1	1	1	62	3	1	1	1	75.1	3	1	1	2	84.2
3	1	1	1	15.2	3	1	1	1	127.3	3	1	1	2	51
3	1	1	1	108.1	3	1	1	1	93.7	3	1	1	2	66.8
3	1	1	1	82.8	3	1	1	1	84.8	3	1	1	2	33.9
3	1	1	1	85.9	3	1	1	1	120.1	3	1	1	2	89.9
3	1	1	1	115.6	3	1	1	1	66.6	3	1	1	2	114.2
3	1	1	1	111.3	3	1	1	1	103.8	3	1	1	2	99.4
3	1	1	1	73.9	3	1	1	1	100.2	3	1	1	2	73.5
3	1	1	1	109.4	3	1	1	1	75.6	3	1	1	2	108.8
3	1	1	1	54.5	3	1	1	1	122.2	3	1	1	2	97
3	1	1	1	77.7	3	1	1	1	82.5	3	1	1	2	28.7
3	1	1	1	67.3	3	1	1	1	94.4	3	1	1	2	58.6
3	1	1	1	128.6	3	1	1	1	90	3	1	1	2	73.8
3	1	1	1	81.1	3	1	1	1	109.4	3	1	1	2	61.9
3	1	1	1	104.1	3	1	1	1	88.4	3	1	1	2	90.2
3	1	1	1	14.2	3	1	1	1	115.4	3	1	1	2	110.4
3	1	1	1	108.9	3	1	1	1	73.2	3	1	1	2	118.1
3	1	1	1	104.8	3	1	1	1	72.3	3	1	1	2	75.2
3	1	1	1	137	3	1	1	1	112.3	3	1	1	2	59.3
3	1	1	1	108.2	3	1	1	1	114.2	3	1	1	2	77.6
3	1	1	1	60.1	3	1	1	1	110.3	3	1	1	2	71.1
3	1	1	1	113.4	3	1	1	1	117.5	3	1	1	2	53.1
3	1	1	1	108.8	3	1	1	1	77.6	3	1	1	2	63
3	1	1	1	85.6	3	1	1	1	120.4	3	1	1	2	80.5

Site	Lane marking	Wet	Light	Speed	Site	Lane marking	Wet	Light	Speed	Site	Lane marking	Wet	Light	Speed
3	1	1	1	99	3	1	1	1	62.3	3	1	1	2	86
3	1	1	1	84.7	3	1	1	1	92.6	3	1	1	2	27.4
3	1	1	1	98.4	3	1	1	1	89.1	3	1	1	2	107.9
3	1	1	1	116	3	1	1	1	115.5	3	1	1	2	122.2
3	1	1	1	100.8	3	1	1	1	75.3	3	1	1	2	87
3	1	1	1	127.2	3	1	1	1	71.5	3	1	1	2	129.5
3	1	1	1	88.6	3	1	1	1	88.1	3	1	2	1	61.2
3	1	1	1	76.4	3	1	1	1	73.8	3	1	2	1	89
3	1	1	1	101.7	3	1	1	1	59.3	3	1	2	1	96.5
3	1	1	1	98.6	3	1	1	1	74.1	3	1	2	1	58.9
3	1	1	1	87.1	3	1	1	1	76.1	3	1	2	1	83.3
3	1	1	1	97.3	3	1	1	1	102.1	3	1	2	1	97
3	1	1	1	87.8	3	1	1	1	75.3	3	1	2	1	79.5
3	1	1	1	122.4	3	1	1	1	91.1	3	1	2	1	74.7
3	1	1	1	97.4	3	1	1	1	57.4	3	1	2	1	113.7
3	1	1	1	88.3	3	1	1	1	77.9	3	1	2	1	108.8
3	1	1	1	90.9	3	1	1	1	76.9	3	1	2	1	95.6
3	1	1	1	117	3	1	1	1	88.9	3	1	2	1	100.7
3	1	1	1	104.6	3	1	1	1	89.7	3	1	2	1	96.5
3	1	1	1	91.8	3	1	1	1	70	3	1	2	1	101.9
3	1	1	1	119.4	3	1	1	1	103.2	3	1	2	1	94.8
3	1	1	1	126.7	3	1	1	1	80.9	3	1	2	1	105.9
3	1	1	1	80.5	3	1	1	1	76.8	3	1	2	1	94.8
3	1	1	1	41.3	3	1	1	1	109.4	3	1	2	1	134.7
3	1	1	1	76.1	3	1	1	1	14.2	3	1	2	1	112.1
3	1	1	1	87.9	3	1	1	1	88.5	3	1	2	1	74
3	1	1	1	77.1	3	1	1	1	88.3	3	1	2	1	92.9
3	1	1	1	20	3	1	1	1	57.8	3	1	2	1	96.5
3	1	1	1	94.4	3	1	1	1	62.4	3	1	2	1	75.3
3	1	1	1	84	3	1	1	1	101.7	3	1	2	1	131.7
3	1	1	1	69.8	3	1	1	1	90.8	3	1	2	1	101.3
3	1	1	1	98.4	3	1	1	1	147.3	3	1	2	1	78.1
3	1	1	1	64.4	3	1	1	1	63.8	3	1	2	1	75.5
3	1	1	1	113.2	3	1	1	1	71.1	3	1	2	1	104.1
3	1	1	1	117	3	1	1	1	114.3	3	1	2	1	82
3	1	1	1	91.9	3	1	1	1	73.8	3	1	2	1	75.7
3	1	1	1	68.8	3	1	1	1	81.2	3	1	2	1	87.8
3	1	1	1	88.5	3	1	1	1	66.8	3	1	2	1	78.7
3	1	1	1	120.5	3	1	1	1	79.9	3	1	2	1	97.3
3	1	1	1	125.1	3	1	1	1	81.4	3	1	2	1	101.8
3	1	1	1	104	3	1	1	1	89.5	3	1	2	1	63.4
3	1	1	1	70.9	3	1	1	1	79.8	3	1	2	1	85.4
3	1	1	1	120.1	3	1	1	1	115.9	3	1	2	1	74.1
3	1	1	1	83.8	3	1	1	1	83.4	3	1	2	1	70
3	1	1	1	97.3	3	1	1	1	89.2	3	1	2	1	108.8
3	1	1	1	92.9	3	1	1	1	75.5	3	1	2	1	13.8
3	1	1	1	11.8	3	1	1	1	81.2	3	1	2	1	108.8
3	1	1	1	81.4	3	1	1	1	61.9	3	1	2	1	90.7
3	1	1	1	89.1	3	1	1	1	92.6	3	1	2	1	134.5
3	1	1	1	60.7	3	1	1	1	85.6	3	1	2	1	121
3	1	1	1	71.5	3	1	1	1	102.7	3	1	2	1	80
3	1	1	1	91.9	3	1	1	1	122.2	3	1	2	1	94.4
3	1	1	1	79.2	3	1	1	1	73.1	3	1	2	1	108.8
3	1	1	1	114.3	3	1	1	1	86	3	1	2	1	109.7
3	1	1	1	83.1	3	1	1	1	87.2	3	1	2	1	77.4
3	1	1	1	102	3	1	1	1	89.7	3	1	2	1	72.3
3	1	1	1	97.9	3	1	1	1	92.9	3	1	2	1	86.9
3	1	1	1	130	3	1	1	1	94.8	3	1	2	1	92.2
3	1	1	1	92.2	3	1	1	1	81.1	3	1	2	1	20
3	1	1	1	11.8	3	1	1	1	63.4	3	1	2	1	14.2
3	1	1	1	106.8	3	1	1	1	30.5	3	1	2	1	58.6
3	1	1	1	110.5	3	1	1	1	111.1	3	1	2	1	73.8
3	1	1	1	114.9	3	1	1	1	106.8	3	1	2	1	78.7
3	1	1	1	77.9	3	1	1	1	91.9	3	1	2	1	95.5
3	1	1	1	77.2	3	1	1	1	89.5	3	1	2	1	80.9
3	1	1	1	92.9	3	1	1	1	75.7	3	1	2	1	101.7
3	1	1	1	61.6	3	1	1	1	72.1	3	1	2	1	89.2
3	1	1	1	121	3	1	1	1	88.9	3	1	2	1	69.6
3	1	1	1	64.7	3	1	1	1	100.8	3	1	2	1	80.9
3	1	1	1	76.1	3	1	1	1	81.4	3	1	2	1	102.7
3	1	1	1	87	3	1	1	1	92.1	3	1	2	1	88.4
3	1	1	1	99.9	3	1	1	1	85.5	3	1	2	1	58.6
3	1	1	1	105.1	3	1	1	1	78.7	3	1	2	1	111.3
3	1	1	1	95.6	3	1	1	1	77.5	3	1	2	1	72.6
3	1	1	1	107.1	3	1	1	1	77.7	3	1	2	1	108.8

Site	Lane marking	Wet	Light	Speed	Site	Lane marking	Wet	Light	Speed	Site	Lane marking	Wet	Light	Speed
3	1	1	1	79.1	3	1	1	1	77.6	3	1	2	1	105.2
3	1	1	1	85.9	3	1	1	1	77.9	3	1	2	1	114.8
3	1	1	1	77.2	3	1	1	1	87.1	3	1	2	1	85.4
3	1	1	1	102	3	1	1	1	78.9	3	1	2	1	69.6
3	1	1	1	89.9	3	1	1	1	73.7	3	1	2	1	89
3	1	1	1	68.9	3	1	1	1	82	3	1	2	1	85.1
3	1	1	1	105.6	3	1	1	1	111.3	3	1	2	1	95.7
3	1	1	1	59.9	3	1	1	1	80.2	3	1	2	1	92.1
3	1	1	1	106.9	3	1	1	1	73.8	3	1	2	1	92.8
3	1	1	1	74.2	3	1	1	1	91.5	3	1	2	1	75.7
3	1	1	1	89.2	3	1	1	1	82.6	3	1	2	1	76.8
3	1	1	1	101	3	1	1	1	94.1	3	1	2	1	80
3	1	1	1	83.6	3	1	1	1	98.6	3	1	2	1	80
3	1	1	1	59.3	3	1	1	1	119.4	3	1	2	1	122.4
3	1	1	1	78.1	3	1	1	1	115.3	3	1	2	1	92.8
3	1	1	1	65	3	1	1	1	112.4	3	1	2	1	81.2
3	1	1	1	113.1	3	1	1	1	58.6	3	1	2	1	99.7
3	1	1	1	68.9	3	1	1	1	83.3	3	1	2	1	105.3
3	1	1	1	79.6	3	1	1	1	80	3	1	2	1	73.8
3	1	1	1	93.6	3	1	1	1	90.8	3	1	2	1	85.7
3	1	1	1	91.1	3	1	1	1	87.9	3	1	2	1	70.4
3	1	1	1	100.3	3	1	1	1	68	3	1	2	2	102.5
3	1	1	1	102.7	3	1	1	1	68.9	3	1	2	2	104.1
3	1	1	1	87	3	1	1	1	86.8	3	1	2	2	104.1
3	1	1	1	86.3	3	1	1	1	56.4	3	1	2	2	81
3	1	1	1	90.7	3	1	1	1	110.8	3	1	2	2	97.2
3	1	1	1	66.8	3	1	1	1	78.3	3	1	2	2	89.9
3	1	1	1	104.1	3	1	1	1	82.6	3	1	2	2	79.9
3	1	1	1	97.6	3	1	1	1	80.2	3	1	2	2	97.2
3	1	1	1	83.3	3	1	1	1	108.2	3	1	2	2	116.4
3	1	1	1	85.2	3	1	1	1	83.8	3	1	2	2	95.2
3	1	1	1	109.4	3	1	1	1	120.4	3	1	2	2	95.2
3	1	1	1	101.3	3	1	1	1	70	3	1	2	2	89
3	1	1	1	85.1	3	1	1	1	87	3	1	2	2	104.1
3	1	1	1	81.3	3	1	1	1	64.7	3	1	2	2	106.5
3	1	1	1	85.2	3	1	1	1	119.3	3	1	2	2	88.2
3	1	1	1	94.4	3	1	1	1	80.5	3	1	2	2	120.9
3	1	1	1	72	3	1	1	1	89.2	3	1	2	2	117.3
3	1	1	1	117.2	3	1	1	1	101.4	3	1	2	2	88.7
3	1	1	1	86.8	3	1	1	1	120.4	3	1	2	2	91.1
3	1	1	1	85.6	3	1	1	1	74.7	3	1	2	2	87.1
3	1	1	1	34.7	3	1	1	1	80					

Site	Lane marking	Wet	Light	Speed	Site	Lane marking	Wet	Light	Speed	Site	Lane marking	Wet	Light	Speed
4	2	1	1	94.7	4	2	1	1	87.8	4	2	1	1	93.1
4	2	1	1	89.7	4	2	1	1	84.6	4	2	1	1	69
4	2	1	1	85.6	4	2	1	1	74.6	4	2	1	1	100
4	2	1	1	99.1	4	2	1	1	105	4	2	1	1	104.8
4	2	1	1	75.3	4	2	1	1	103.3	4	2	1	1	103
4	2	1	1	89.1	4	2	1	1	95.4	4	2	1	1	90.1
4	2	1	1	110.1	4	2	1	1	113.6	4	2	1	1	99.9
4	2	1	1	87.7	4	2	1	1	32	4	2	1	1	75.2
4	2	1	1	97.6	4	2	1	1	146.7	4	2	1	1	79.3
4	2	1	1	85.7	4	2	1	1	107.7	4	2	1	1	21.1
4	2	1	1	85.8	4	2	1	1	97.7	4	2	1	1	98.2
4	2	1	1	74	4	2	1	1	103.7	4	2	1	1	93.9
4	2	1	1	109.4	4	2	1	1	83.3	4	2	1	1	97.1
4	2	1	1	92.5	4	2	1	1	91.7	4	2	1	1	73.7
4	2	1	1	93.2	4	2	1	1	84.5	4	2	1	1	98.8
4	2	1	1	95	4	2	1	1	94.6	4	2	1	1	129.3
4	2	1	1	96.4	4	2	1	1	125.1	4	2	1	1	94.9
4	2	1	1	99.5	4	2	1	1	86.1	4	2	1	1	96
4	2	1	1	107.1	4	2	1	1	96.9	4	2	1	1	100
4	2	1	1	110.1	4	2	1	1	110	4	2	1	1	85.1
4	2	1	1	91.5	4	2	1	1	90.4	4	2	1	1	91.4
4	2	1	1	89.5	4	2	1	1	115.8	4	2	1	1	80.8
4	2	1	1	85.6	4	2	1	1	72.5	4	2	1	1	99.3
4	2	1	1	97.8	4	2	1	1	92.4	4	2	1	1	91
4	2	1	1	86.1	4	2	1	1	12.9	4	2	1	1	111.3
4	2	1	1	103.9	4	2	1	1	112.4	4	2	1	1	88.9
4	2	1	1	99	4	2	1	1	78.6	4	2	1	1	83.7
4	2	1	1	87.7	4	2	1	1	83.9	4	2	1	1	111.2
4	2	1	1	93.2	4	2	1	1	102.3	4	2	1	1	109.6
4	2	1	1	112	4	2	1	1	95	4	2	1	1	93.3
4	2	1	1	92.6	4	2	1	1	96.9	4	2	1	1	97.3
4	2	1	1	78.8	4	2	1	1	94.9	4	2	1	1	85.7
4	2	1	1	92	4	2	1	1	79.4	4	2	1	1	90.1
4	2	1	1	110.7	4	2	1	1	116.2	4	2	1	1	88.8
4	2	1	1	74.9	4	2	1	1	86.9	4	2	1	1	35.9
4	2	1	1	80.4	4	2	1	1	101.2	4	2	1	1	62.9
4	2	1	1	97.8	4	2	1	1	101.5	4	2	1	1	110.1
4	2	1	1	25.1	4	2	1	1	107	4	2	1	1	88.6
4	2	1	1	95.4	4	2	1	1	100.6	4	2	1	1	109
4	2	1	1	95.4	4	2	1	1	107	4	2	1	1	77.7
4	2	1	1	91	4	2	1	1	120.9	4	2	1	1	106.2
4	2	1	1	100.6	4	2	1	1	108.3	4	2	1	1	118.6
4	2	1	1	54	4	2	1	1	80.3	4	2	1	1	99.7
4	2	1	1	95	4	2	1	1	97.3	4	2	1	1	90.1
4	2	1	1	32	4	2	1	1	103.2	4	2	1	1	87.6
4	2	1	1	86.9	4	2	1	1	97.8	4	2	1	1	80.4
4	2	1	1	97.1	4	2	1	1	10.4	4	2	1	1	85.9
4	2	1	1	75.9	4	2	1	1	90	4	2	1	1	97
4	2	1	1	87	4	2	1	1	77.5	4	2	1	1	100.2
4	2	1	1	91	4	2	1	1	89.7	4	2	1	1	100.9
4	2	1	1	84	4	2	1	1	81.3	4	2	1	1	82.5
4	2	1	1	71.1	4	2	1	1	102	4	2	1	1	90.5
4	2	1	1	88.4	4	2	1	1	93.7	4	2	1	1	37.3
4	2	1	1	128.4	4	2	1	1	98.9	4	2	1	1	87.1
4	2	1	1	67.2	4	2	1	1	83.6	4	2	1	1	134.2
4	2	1	1	134.2	4	2	1	1	85.6	4	2	1	1	98.5
4	2	1	1	86	4	2	1	1	88.3	4	2	1	1	84.3
4	2	1	1	94.3	4	2	1	1	101.2	4	2	1	1	100.9
4	2	1	1	87.8	4	2	1	1	110.4	4	2	1	1	12.9
4	2	1	1	97.3	4	2	1	1	88.8	4	2	1	1	100.7
4	2	1	1	112.1	4	2	1	1	102.6	4	2	1	1	85.9
4	2	1	1	89.5	4	2	1	1	83.2	4	2	1	1	95.6
4	2	1	1	78.5	4	2	1	1	100.8	4	2	1	1	70.1
4	2	1	1	103.3	4	2	1	1	68.6	4	2	1	1	103.8
4	2	1	1	101.1	4	2	1	1	94.9	4	2	1	1	66.7
4	2	1	1	88	4	2	1	1	94.3	4	2	1	1	106.2
4	2	1	1	86.8	4	2	1	1	101.2	4	2	1	2	87
4	2	1	1	98.3	4	2	1	1	97.6	4	2	1	2	76.8
4	2	1	1	92.1	4	2	1	1	79	4	2	1	2	89
4	2	1	1	90.4	4	2	1	1	84.3	4	2	1	2	98.1
4	2	1	1	93.8	4	2	1	1	93.4	4	2	1	2	93.1
4	2	1	1	92.2	4	2	1	1	85.5	4	2	1	2	87.1
4	2	1	1	81.8	4	2	1	1	99	4	2	1	2	93.8
4	2	1	1	111.2	4	2	1	1	88.9	4	2	1	2	87.8
4	2	1	1	106.4	4	2	1	1	96.3	4	2	1	2	76.2

Site	Lane marking	Wet	Light	Speed	Site	Lane marking	Wet	Light	Speed	Site	Lane marking	Wet	Light	Speed
4	2	1	1	104	4	2	1	1	85.1	4	2	1	2	84
4	2	1	1	79.3	4	2	1	1	93.8	4	2	1	2	87.7
4	2	1	1	89.5	4	2	1	1	116.7	4	2	1	2	92.9
4	2	1	1	125.7	4	2	1	1	78.4	4	2	1	2	91.1
4	2	1	1	79.5	4	2	1	1	89.5	4	2	1	2	88.1
4	2	1	1	105.7	4	2	1	1	99.4	4	2	1	2	61.1
4	2	1	1	91.2	4	2	1	1	24.4	4	2	1	2	97.9
4	2	1	1	91.4	4	2	1	1	104	4	2	1	2	93.3
4	2	1	1	81.7	4	2	1	1	113.4	4	2	1	2	107.2
4	2	1	1	97	4	2	1	1	94.9	4	2	1	2	82.6
4	2	1	1	92.1	4	2	1	1	102.8	4	2	1	2	120.8
4	2	1	1	84.1	4	2	1	1	103.6	4	2	1	2	81.5
4	2	1	1	90.5	4	2	1	1	83.3	4	2	1	2	89.1
4	2	1	1	110.8	4	2	1	1	90.9	4	2	1	2	83.9
4	2	1	1	78.2	4	2	1	1	99.9	4	2	1	2	97.9
4	2	1	1	87.1	4	2	1	1	85.5	4	2	1	2	81.8
4	2	1	1	102.7	4	2	1	1	69.4	4	2	1	2	83.5
4	2	1	1	24.2	4	2	1	1	85.6	4	2	1	2	90.2
4	2	1	1	92.3	4	2	1	1	91.2	4	2	1	2	95.3
4	2	1	1	46.3	4	2	1	1	102.1	4	2	1	2	91.8
4	2	1	1	78.9	4	2	1	1	98	4	2	1	2	132.2
4	2	1	1	108.6	4	2	1	1	97	4	2	1	2	110
4	2	1	1	98.2	4	2	1	1	100.2	4	2	1	2	76.3
4	2	1	1	97.7	4	2	1	1	103.6	4	2	1	2	89.5
4	2	1	1	84.4	4	2	1	1	95.4	4	2	1	2	78.5
4	2	1	1	84.2	4	2	1	1	69.6	4	2	1	2	85.4
4	2	1	1	96.2	4	2	1	1	84.3	4	2	1	2	92.9
4	2	1	1	77.4	4	2	1	1	82.4	4	2	1	2	71
4	2	1	1	88.3	4	2	1	1	100.1	4	2	1	2	88.8
4	2	1	1	86.7	4	2	1	1	93.1	4	2	1	2	90.9
4	2	1	1	102.5	4	2	1	1	96	4	2	1	2	98.8
4	2	1	1	100.9	4	2	1	1	89.2	4	2	1	2	88.3
4	2	1	1	104.1	4	2	1	1	89.3	4	2	1	2	102.7
4	2	1	1	83	4	2	1	1	39	4	2	1	2	91.7
4	2	1	1	94.7	4	2	1	1	104.5	4	2	1	2	86.2
4	2	1	1	101.8	4	2	1	1	104.3	4	2	1	2	133.2
4	2	1	1	84.3	4	2	1	1	92.6	4	2	1	2	85
4	2	1	1	101.4	4	2	1	1	108.2	4	2	1	2	90.2
4	2	1	1	95.1	4	2	1	1	108.5	4	2	1	2	93.4
4	2	1	1	19.4	4	2	1	1	94.4	4	2	1	2	74.6
4	2	1	1	92.9	4	2	1	1	73.9	4	2	1	2	75.2
4	2	1	1	99.9	4	2	1	1	92.7	4	2	1	2	95.2
4	2	1	1	90.8	4	2	1	1	87.4	4	2	1	2	117.3
4	2	1	1	77.7	4	2	1	1	77	4	2	1	2	101.4
4	2	1	1	97.4	4	2	1	1	95.2	4	2	1	2	95.9
4	2	1	1	93.2	4	2	1	1	81.2	4	2	1	2	97.9
4	2	1	1	104.8	4	2	1	1	102.6	4	2	1	2	82.7
4	2	1	1	91.7	4	2	1	1	89.3	4	2	1	2	118.2
4	2	1	1	98.1	4	2	1	1	104.5	4	2	1	2	103
4	2	1	1	78.8	4	2	1	1	89.3	4	2	1	2	88.1
4	2	1	1	103.4	4	2	1	1	73.5	4	2	1	2	122.2
4	2	1	1	85	4	2	1	1	89.6	4	2	1	2	94.2
4	2	1	1	100.9	4	2	1	1	81.2	4	2	1	2	90.1
4	2	1	1	97.6	4	2	1	1	90.7	4	2	1	2	97.8
4	2	1	1	83.4	4	2	1	1	86.7	4	2	1	2	87.2
4	2	1	1	78.3	4	2	1	1	86.7	4	2	1	2	87.9
4	2	1	1	108.8	4	2	1	1	84.2	4	2	1	2	93.4
4	2	1	1	100.9	4	2	1	1	94	4	2	1	2	91.7
4	2	1	1	95.8	4	2	1	1	93.4	4	2	1	2	89
4	2	1	1	116.4	4	2	1	1	93.3	4	2	1	2	89
4	2	1	1	98	4	2	1	1	93.6	4	2	1	2	69
4	2	1	1	70.6	4	2	1	1	93.9	4	2	1	2	83.9
4	2	1	1	85.7	4	2	1	1	98.4	4	2	1	2	86.2
4	2	1	1	93.2	4	2	1	1	100.1	4	2	1	2	101.6
4	2	1	1	119	4	2	1	1	113.1	4	2	1	2	116.6
4	2	1	1	73.3	4	2	1	1	57.7	4	2	1	2	68.6
4	2	1	1	93.4	4	2	1	1	76.3	4	2	1	2	85.3
4	2	1	1	82.2	4	2	1	1	85.2	4	2	1	2	101.4
4	2	1	1	71.5	4	2	1	1	89.8	4	2	1	2	93
4	2	1	1	80.3	4	2	1	1	104.7	4	2	1	2	69.9
4	2	1	1	98.1	4	2	1	1	95	4	2	1	2	85.3
4	2	1	1	114.2	4	2	1	1	105.7	4	2	1	2	79.3
4	2	1	1	92.7	4	2	1	1	72.6	4	2	1	2	114.5
4	2	1	1	88.9	4	2	1	1	99.9	4	2	1	2	85.3
4	2	1	1	76.6	4	2	1	1	92.8	4	2	1	2	81.5

Site	Lane marking	Wet	Light	Speed	Site	Lane marking	Wet	Light	Speed	Site	Lane marking	Wet	Light	Speed
4	2	1	1	109.9	4	2	1	1	111.9	4	2	1	2	78.5
4	2	1	1	96.6	4	2	1	1	94.1	4	2	1	2	68.6
4	2	1	1	85.4	4	2	1	1	82.9	4	2	1	2	97.1
4	2	1	1	81.8	4	2	1	1	23.3	4	2	1	2	97.9
4	2	1	1	87	4	2	1	1	71.9	4	2	1	2	88.9
4	2	1	1	84.6	4	2	1	1	120.1	4	2	1	2	110.7
4	2	1	1	91.7	4	2	1	1	12	4	2	2	1	82.5
4	2	1	1	98	4	2	1	1	87.3	4	2	2	1	82.6
4	2	1	1	89.4	4	2	1	1	85.4	4	2	2	1	95.3
4	2	1	1	92.1	4	2	1	1	97.6	4	2	2	1	86
4	2	1	1	90	4	2	1	1	90.4	4	2	2	1	90.5
4	2	1	1	101	4	2	1	1	102.6	4	2	2	1	103.3
4	2	1	1	98.2	4	2	1	1	107.2	4	2	2	1	77.5
4	2	1	1	110.3	4	2	1	1	101.5	4	2	2	1	96.2
4	2	1	1	87.8	4	2	1	1	99.4	4	2	2	1	90.1
4	2	1	1	102.6	4	2	1	1	96.1	4	2	2	1	97.6
4	2	1	1	95.6	4	2	1	1	91.6	4	2	2	1	89.5
4	2	1	1	99.5	4	2	1	1	90.9	4	2	2	1	91.5
4	2	1	1	113.6	4	2	1	1	99	4	2	2	1	87
4	2	1	1	108.9	4	2	1	1	101.3	4	2	2	1	98.8
4	2	1	1	82.5	4	2	1	1	90.5	4	2	2	1	94
4	2	1	1	104.8	4	2	1	1	95.1	4	2	2	1	109.3
4	2	1	1	91.6	4	2	1	1	55	4	2	2	1	90.6
4	2	1	1	86.9	4	2	1	1	62.9	4	2	2	1	90.3
4	2	1	1	104	4	2	1	1	95.1	4	2	2	1	99.4
4	2	1	1	97.6	4	2	1	1	101.8	4	2	2	1	102
4	2	1	1	82.4	4	2	1	1	98	4	2	2	1	92.3
4	2	1	1	75.4	4	2	1	1	103.7	4	2	2	1	105.3
4	2	1	1	112.5	4	2	1	1	103.6	4	2	2	1	72.9
4	2	1	1	86.7	4	2	1	1	79.8	4	2	2	1	88.2
4	2	1	1	93.8	4	2	1	1	105.7	4	2	2	1	101.3
4	2	1	1	96.9	4	2	1	1	102.9	4	2	2	1	88.6
4	2	1	1	70.8	4	2	1	1	90.3	4	2	2	1	84.7
4	2	1	1	78.4	4	2	1	1	92.1	4	2	2	1	87
4	2	1	1	88.7	4	2	1	1	95	4	2	2	1	106.1
4	2	1	1	42.2	4	2	1	1	103.8	4	2	2	1	99.9
4	2	1	1	78.8	4	2	1	1	97.8	4	2	2	1	84.5
4	2	1	1	92.9	4	2	1	1	107.8	4	2	2	1	82.6
4	2	1	1	104	4	2	1	1	81.7	4	2	2	1	91.2
4	2	1	1	115.1	4	2	1	1	90.1	4	2	2	1	108.6
4	2	1	1	89.8	4	2	1	1	88.5	4	2	2	1	91.4
4	2	1	1	99.9	4	2	1	1	92.1	4	2	2	1	92.2
4	2	1	1	51.6	4	2	1	1	87.8	4	2	2	1	99.4
4	2	1	1	27.1	4	2	1	1	86.1	4	2	2	1	99
4	2	1	1	114	4	2	1	1	106.2	4	2	2	1	88.9
4	2	1	1	81.3	4	2	1	1	95.8	4	2	2	1	98.2
4	2	1	1	84.6	4	2	1	1	69.1	4	2	2	1	89.3
4	2	1	1	101.5	4	2	1	1	92.6	4	2	2	1	96.5
4	2	1	1	80.9	4	2	1	1	96.4	4	2	2	1	81.1
4	2	1	1	110.3	4	2	1	1	100.9	4	2	2	1	109.8
4	2	1	1	107.7	4	2	1	1	93	4	2	2	1	115.7
4	2	1	1	78.9	4	2	1	1	93.9	4	2	2	1	89.5
4	2	1	1	84.4	4	2	1	1	92.1	4	2	2	1	98.8
4	2	1	1	103.3	4	2	1	1	104.2	4	2	2	1	87.5
4	2	1	1	96.5	4	2	1	1	42.2	4	2	2	1	104.4
4	2	1	1	82.4	4	2	1	1	112.7	4	2	2	1	87.6
4	2	1	1	90.5	4	2	1	1	92	4	2	2	1	90.1
4	2	1	1	94.3	4	2	1	1	89.1	4	2	2	1	90.1
4	2	1	1	100.3	4	2	1	1	85.9	4	2	2	1	91.8
4	2	1	1	81.9	4	2	1	1	95.7	4	2	2	1	115.7
4	2	1	1	82.3	4	2	1	1	108.7	4	2	2	1	102.4
4	2	1	1	89.3	4	2	1	1	104.4	4	2	2	1	106.1
4	2	1	1	96.3	4	2	1	1	94.7	4	2	2	1	105.1
4	2	1	1	97.1	4	2	1	1	80.6	4	2	2	1	89.3
4	2	1	1	88	4	2	1	1	95.2	4	2	2	1	104.5
4	2	1	1	92.6	4	2	1	1	101.4	4	2	2	1	90.6
4	2	1	1	118.4	4	2	1	1	105.1	4	2	2	1	81.7
4	2	1	1	90.2	4	2	1	1	88.7	4	2	2	1	90.8
4	2	1	1	101	4	2	1	1	105.1	4	2	2	1	82.5
4	2	1	1	82.1	4	2	1	1	90.1	4	2	2	1	88.3
4	2	1	1	106.4	4	2	1	1	103.5	4	2	2	1	97.7
4	2	1	1	94.2	4	2	1	1	86.8	4	2	2	1	87
4	2	1	1	88.4	4	2	1	1	120.1	4	2	2	1	92.4
4	2	1	1	95.4	4	2	1	1	84.1	4	2	2	1	97
4	2	1	1	101.6	4	2	1	1	81.8	4	2	2	1	88.3

Site	Lane marking	Wet	Light	Speed	Site	Lane marking	Wet	Light	Speed	Site	Lane marking	Wet	Light	Speed
4	2	1	1	62.4	4	2	1	1	104.7	4	2	2	1	91.3
4	2	1	1	105.8	4	2	1	1	93.3	4	2	2	1	112.7
4	2	1	1	130.1	4	2	1	1	88.4	4	2	2	1	107.2
4	2	1	1	97.6	4	2	1	1	124.4	4	2	2	1	91.1
4	2	1	1	107.7	4	2	1	1	90	4	2	2	1	93.1
4	2	1	1	24.2	4	2	1	1	107.3	4	2	2	1	86.8
4	2	1	1	109.3	4	2	1	1	81.8	4	2	2	1	65.2
4	2	1	1	101.7	4	2	1	1	101.1	4	2	2	1	105.3
4	2	1	1	89.6	4	2	1	1	78.6	4	2	2	1	90.8
4	2	1	1	53.4	4	2	1	1	85.4	4	2	2	1	100.1
4	2	1	1	110.3	4	2	1	1	102.1	4	2	2	1	91.8
4	2	1	1	95.5	4	2	1	1	80.6	4	2	2	1	100.1
4	2	1	1	76.1	4	2	1	1	94.7	4	2	2	1	88.3
4	2	1	1	19.4	4	2	1	1	78.6	4	2	2	1	89.2
4	2	1	1	75.9	4	2	1	1	85.3	4	2	2	1	86.7
4	2	1	1	93.6	4	2	1	1	95.4	4	2	2	1	101.4
4	2	1	1	12	4	2	1	1	95.6	4	2	2	1	91.3
4	2	1	1	92.8	4	2	1	1	86.9	4	2	2	1	84.1
4	2	1	1	105.2	4	2	1	1	90.7	4	2	2	1	84.5
4	2	1	1	100.6	4	2	1	1	84.2	4	2	2	1	80.9
4	2	1	1	73.3	4	2	1	1	97	4	2	2	1	93.7
4	2	1	1	89.2	4	2	1	1	92.6	4	2	2	2	99.5
4	2	1	1	49.4	4	2	1	1	36.8	4	2	2	2	83.6
4	2	1	1	107.4	4	2	1	1	82.8	4	2	2	2	89.2
4	2	1	1	87.4	4	2	1	1	92.9	4	2	2	2	92.3
4	2	1	1	91.9	4	2	1	1	102.5	4	2	2	2	70.6
4	2	1	1	117	4	2	1	1	27.5	4	2	2	2	90.4
4	2	1	1	90.9	4	2	1	1	95.2	4	2	2	2	79.2
4	2	1	1	16.4	4	2	1	1	84.2	4	2	2	2	87.6
4	2	1	1	98.6	4	2	1	1	100	4	2	2	2	89.3
4	2	1	1	92	4	2	1	1	132.5	4	2	2	2	106.6
4	2	1	1	85.7	4	2	1	1	83.5	4	2	2	2	70.8
4	2	1	1	15.3	4	2	1	1	90.7	4	2	2	2	84.9
4	2	1	1	76.3	4	2	1	1	86.7	4	2	2	2	85.1
4	2	1	1	93.7	4	2	1	1	91.7	4	2	2	2	125.4
4	2	1	1	93	4	2	1	1	88.1	4	2	2	2	114.8
4	2	1	1	87.5	4	2	1	1	80.8	4	2	2	2	106.6
4	2	1	1	92.4	4	2	1	1	102.9	4	2	2	2	89.6
4	2	1	1	77.8	4	2	1	1	83.3	4	2	2	2	86.5
4	2	1	1	88.7	4	2	1	1	94.1	4	2	2	2	90
4	2	1	1	90.8	4	2	1	1	109.4	4	2	2	2	86.9
4	2	1	1	87.6	4	2	1	1	104.4					

Site	Lane marking	Wet	Light	Speed	Site	Lane marking	Wet	Light	Speed	Site	Lane marking	Wet	Light	Speed
5	1	1	1	145.3	5	1	1	1	98.7	5	1	1	1	66.2
5	1	1	1	101.1	5	1	1	1	105.9	5	1	1	1	108.4
5	1	1	1	87.6	5	1	1	1	90.4	5	1	1	1	95.7
5	1	1	1	118.4	5	1	1	1	86.1	5	1	1	1	83.3
5	1	1	1	88.5	5	1	1	1	105.8	5	1	1	1	21.7
5	1	1	1	113.1	5	1	1	1	100.8	5	1	1	1	77.2
5	1	1	1	104.5	5	1	1	1	98.2	5	1	1	1	98.5
5	1	1	1	49.6	5	1	1	1	120.8	5	1	1	1	90.8
5	1	1	1	88.6	5	1	1	1	100.3	5	1	1	1	79.7
5	1	1	1	91.5	5	1	1	1	95.8	5	1	1	1	104.7
5	1	1	1	108.9	5	1	1	1	91.4	5	1	1	1	75.7
5	1	1	1	95.1	5	1	1	1	99.2	5	1	1	1	95.5
5	1	1	1	95	5	1	1	1	92.4	5	1	1	1	93.7
5	1	1	1	101.4	5	1	1	1	108.9	5	1	1	1	102.8
5	1	1	1	91.6	5	1	1	1	104.6	5	1	1	1	57.8
5	1	1	1	110.5	5	1	1	1	85.6	5	1	1	1	95.9
5	1	1	1	94.3	5	1	1	1	135.8	5	1	1	1	92.6
5	1	1	1	103.5	5	1	1	1	94.1	5	1	1	1	87
5	1	1	1	96	5	1	1	1	100	5	1	1	1	81.8
5	1	1	1	92.7	5	1	1	1	94.3	5	1	1	1	106
5	1	1	1	107.3	5	1	1	1	99.5	5	1	1	1	99.9
5	1	1	1	98.5	5	1	1	1	76.1	5	1	1	1	98.7
5	1	1	1	104.3	5	1	1	1	105	5	1	1	1	91.4
5	1	1	1	71.7	5	1	1	1	122.6	5	1	1	1	88.6
5	1	1	1	120.8	5	1	1	1	71.6	5	1	1	1	93.5
5	1	1	1	109.4	5	1	1	1	93.7	5	1	1	1	96.9
5	1	1	1	94.3	5	1	1	1	87.6	5	1	1	1	101
5	1	1	1	87.7	5	1	1	1	99.4	5	1	1	1	92.7
5	1	1	1	77.6	5	1	1	1	106	5	1	1	1	87.3
5	1	1	1	109.4	5	1	1	1	100.7	5	1	1	1	98.5
5	1	1	1	84.9	5	1	1	1	93.5	5	1	1	1	101.1
5	1	1	1	115.8	5	1	1	1	84.2	5	1	1	1	92.4
5	1	1	1	77	5	1	1	1	114	5	1	1	1	97.6
5	1	1	1	102	5	1	1	1	104.7	5	1	1	1	99.2
5	1	1	1	87.6	5	1	1	1	111.3	5	1	1	1	92.2
5	1	1	1	112	5	1	1	1	90.2	5	1	1	1	99.5
5	1	1	1	83.3	5	1	1	1	93.6	5	1	1	1	105.2
5	1	1	1	134.5	5	1	1	1	109.6	5	1	1	1	91.7
5	1	1	1	114.6	5	1	1	1	98.5	5	1	1	1	55.2
5	1	1	1	111.4	5	1	1	1	68.2	5	1	1	1	84.4
5	1	1	1	66.9	5	1	1	1	90.5	5	1	1	1	100
5	1	1	1	125.1	5	1	1	1	104.7	5	1	1	1	100
5	1	1	1	81.4	5	1	1	1	94.8	5	1	1	1	99
5	1	1	1	93	5	1	1	1	95.2	5	1	1	1	102.8
5	1	1	1	98.2	5	1	1	1	90.3	5	1	1	1	101
5	1	1	1	92.2	5	1	1	1	92.3	5	1	1	1	104.3
5	1	1	1	93.1	5	1	1	1	97.1	5	1	1	1	104.6
5	1	1	1	104.2	5	1	1	1	89.1	5	1	1	1	88.7
5	1	1	1	81.1	5	1	1	1	126.1	5	1	1	1	94
5	1	1	1	101.7	5	1	1	1	98.7	5	1	1	1	101.2
5	1	1	1	99.7	5	1	1	1	96.2	5	1	1	1	84.4
5	1	1	1	88.2	5	1	1	1	90.3	5	1	1	1	102.7
5	1	1	1	117.3	5	1	1	1	99.2	5	1	1	1	130.5
5	1	1	1	85.8	5	1	1	1	95.1	5	1	1	1	85.6
5	1	1	1	91.3	5	1	1	1	98.8	5	1	1	1	107.5
5	1	1	1	94.7	5	1	1	1	116.4	5	1	1	1	109.8
5	1	1	1	108.2	5	1	1	1	102.5	5	1	1	1	120.4
5	1	1	1	92.3	5	1	1	1	118.4	5	1	1	1	99.2
5	1	1	1	109.3	5	1	1	1	109.3	5	1	1	1	99.7
5	1	1	1	106	5	1	1	1	80.1	5	1	1	1	89.6
5	1	1	1	96.6	5	1	1	1	84.3	5	1	1	1	87
5	1	1	1	116.8	5	1	1	1	97.7	5	1	1	1	106.7
5	1	1	1	108.4	5	1	1	1	105	5	1	1	1	110.9
5	1	1	1	91.9	5	1	1	1	102.7	5	1	1	1	101.7
5	1	1	1	104.5	5	1	1	1	118.3	5	1	1	1	105.7
5	1	1	1	94.7	5	1	1	1	40.9	5	1	1	1	106.7
5	1	1	1	93.6	5	1	1	1	85.3	5	1	1	2	107.5
5	1	1	1	92.3	5	1	1	1	88.7	5	1	1	2	92.1
5	1	1	1	107.9	5	1	1	1	102.5	5	1	1	2	76.3
5	1	1	1	98	5	1	1	1	120.4	5	1	1	2	63.9
5	1	1	1	77.8	5	1	1	1	89.8	5	1	1	2	115.5
5	1	1	1	85	5	1	1	1	90	5	1	1	2	80
5	1	1	1	17.4	5	1	1	1	102	5	1	1	2	80.6
5	1	1	1	104.7	5	1	1	1	100.5	5	1	1	2	122.2
5	1	1	1	91.6	5	1	1	1	112.1	5	1	1	2	144

Site	Lane marking	Wet	Light	Speed	Site	Lane marking	Wet	Light	Speed	Site	Lane marking	Wet	Light	Speed
5	1	1	1	71.5	5	1	1	1	106.1	5	1	1	2	72.7
5	1	1	1	107	5	1	1	1	109.4	5	1	1	2	102
5	1	1	1	102.8	5	1	1	1	96.4	5	1	1	2	110.9
5	1	1	1	93.6	5	1	1	1	111.4	5	1	1	2	63.9
5	1	1	1	90.2	5	1	1	1	97.8	5	1	1	2	96.6
5	1	1	1	105.7	5	1	1	1	98.5	5	1	1	2	98.8
5	1	1	1	102.3	5	1	1	1	93.2	5	1	1	2	82.9
5	1	1	1	107.6	5	1	1	1	93.7	5	1	1	2	98.5
5	1	1	1	94.6	5	1	1	1	98	5	1	1	2	120.8
5	1	1	1	95.5	5	1	1	1	111.4	5	1	1	2	94.9
5	1	1	1	115.5	5	1	1	1	102.6	5	1	1	2	94.4
5	1	1	1	109.3	5	1	1	1	85	5	1	1	2	88.6
5	1	1	1	88.1	5	1	1	1	90.9	5	1	1	2	86.8
5	1	1	1	96.4	5	1	1	1	103.3	5	1	1	2	90.6
5	1	1	1	108.1	5	1	1	1	80.1	5	1	1	2	85.6
5	1	1	1	83.4	5	1	1	1	133.3	5	1	1	2	98.9
5	1	1	1	112.6	5	1	1	1	85.7	5	1	1	2	106.6
5	1	1	1	79.4	5	1	1	1	97.3	5	1	1	2	96.6
5	1	1	1	96.8	5	1	1	1	70.1	5	1	1	2	97.9
5	1	1	1	115.9	5	1	1	1	103.7	5	1	1	2	95.6
5	1	1	1	85	5	1	1	1	95.7	5	1	1	2	73.1
5	1	1	1	93.8	5	1	1	1	108.1	5	1	1	2	102
5	1	1	1	79.6	5	1	1	1	82.5	5	1	1	2	125.9
5	1	1	1	86.7	5	1	1	1	102	5	1	1	2	86.9
5	1	1	1	100	5	1	1	1	109.1	5	1	1	2	91.9
5	1	1	1	109.8	5	1	1	1	89.4	5	1	1	2	130.4
5	1	1	1	73.8	5	1	1	1	102.2	5	1	1	2	92.6
5	1	1	1	98.7	5	1	1	1	95.2	5	1	1	2	111.8
5	1	1	1	100.4	5	1	1	1	78.4	5	1	1	2	77.6
5	1	1	1	93.8	5	1	1	1	97.3	5	1	1	2	77.1
5	1	1	1	74	5	1	1	1	132.9	5	1	1	2	119.9
5	1	1	1	91.7	5	1	1	1	86.5	5	1	1	2	115.6
5	1	1	1	28.4	5	1	1	1	90.5	5	1	1	2	97.1
5	1	1	1	83.6	5	1	1	1	119.8	5	1	1	2	77.5
5	1	1	1	102.8	5	1	1	1	148	5	1	1	2	97.1
5	1	1	1	106.7	5	1	1	1	112.8	5	1	1	2	112.9
5	1	1	1	57.5	5	1	1	1	108.9	5	1	1	2	112.7
5	1	1	1	74.1	5	1	1	1	110.9	5	1	1	2	85.7
5	1	1	1	105.1	5	1	1	1	91.1	5	1	1	2	83
5	1	1	1	95.6	5	1	1	1	100.5	5	1	1	2	147.1
5	1	1	1	90.3	5	1	1	1	100.7	5	1	1	2	80.7
5	1	1	1	110.7	5	1	1	1	123.6	5	1	1	2	92.6
5	1	1	1	108.5	5	1	1	1	73.9	5	1	1	2	93.9
5	1	1	1	96.5	5	1	1	1	76	5	1	1	2	95.7
5	1	1	1	121.8	5	1	1	1	101.6	5	1	1	2	78.1
5	1	1	1	103.3	5	1	1	1	105.4	5	1	1	2	82.9
5	1	1	1	101	5	1	1	1	100.2	5	1	1	2	85
5	1	1	1	101.1	5	1	1	1	102	5	1	1	2	94.4
5	1	1	1	53.8	5	1	1	1	102.3	5	1	1	2	119.1
5	1	1	1	108.7	5	1	1	1	73	5	1	1	2	95
5	1	1	1	97.1	5	1	1	1	88.7	5	1	1	2	141.2
5	1	1	1	89.9	5	1	1	1	99.7	5	1	1	2	92
5	1	1	1	92.4	5	1	1	1	82.3	5	1	1	2	96.4
5	1	1	1	98.4	5	1	1	1	105	5	1	1	2	96
5	1	1	1	103.9	5	1	1	1	74.7	5	1	1	2	86
5	1	1	1	88.5	5	1	1	1	98.6	5	1	1	2	90.8
5	1	1	1	100.9	5	1	1	1	91.5	5	1	1	2	126.7
5	1	1	1	91.3	5	1	1	1	101.6	5	1	1	2	97.1
5	1	1	1	116.4	5	1	1	1	99.3	5	1	1	2	122.9
5	1	1	1	28.4	5	1	1	1	80.8	5	1	1	2	100.2
5	1	1	1	85.2	5	1	1	1	95.8	5	1	1	2	105.3
5	1	1	1	81.9	5	1	1	1	80.6	5	1	1	2	78.1
5	1	1	1	72.2	5	1	1	1	88.8	5	1	1	2	80.4
5	1	1	1	73.5	5	1	1	1	74.3	5	1	1	2	85.6
5	1	1	1	88.5	5	1	1	1	86.6	5	1	1	2	83.4
5	1	1	1	94.1	5	1	1	1	103.4	5	1	1	2	80.8
5	1	1	1	95.1	5	1	1	1	102.8	5	1	1	2	97.6
5	1	1	1	112.6	5	1	1	1	92.1	5	1	1	2	82.8
5	1	1	1	90	5	1	1	1	65.1	5	1	1	2	100.6
5	1	1	1	96.2	5	1	1	1	97.4	5	1	1	2	99.4
5	1	1	1	105.2	5	1	1	1	75.9	5	1	1	2	115.5
5	1	1	1	106.1	5	1	1	1	96.6	5	1	1	2	69.5
5	1	1	1	85.2	5	1	1	1	89.5	5	1	1	2	90.5
5	1	1	1	97.7	5	1	1	1	104.5	5	1	1	2	115.5
5	1	1	1	99.4	5	1	1	1	98.6	5	1	1	2	97.1

Site	Lane marking	Wet	Light	Speed	Site	Lane marking	Wet	Light	Speed	Site	Lane marking	Wet	Light	Speed
5	1	1	1	107.1	5	1	1	1	92.3	5	1	1	2	106.1
5	1	1	1	101.4	5	1	1	1	91.3	5	1	1	2	81.8
5	1	1	1	105.8	5	1	1	1	102.2	5	1	1	2	85
5	1	1	1	108.8	5	1	1	1	109.2	5	1	1	2	102.9
5	1	1	1	95.1	5	1	1	1	85.1	5	1	1	2	105.1
5	1	1	1	102.1	5	1	1	1	40.9	5	1	1	2	103.8
5	1	1	1	106.1	5	1	1	1	101.6	5	1	2	1	112.8
5	1	1	1	95.1	5	1	1	1	91.4	5	1	2	1	97.6
5	1	1	1	116.7	5	1	1	1	72.9	5	1	2	1	95.1
5	1	1	1	91.5	5	1	1	1	97.8	5	1	2	1	108.1
5	1	1	1	92.3	5	1	1	1	27	5	1	2	1	92.6
5	1	1	1	103.6	5	1	1	1	100.4	5	1	2	1	87.6
5	1	1	1	81.4	5	1	1	1	89.1	5	1	2	1	95.8
5	1	1	1	119	5	1	1	1	79.3	5	1	2	1	94.2
5	1	1	1	102.4	5	1	1	1	108.4	5	1	2	1	75
5	1	1	1	102.5	5	1	1	1	102.7	5	1	2	1	94
5	1	1	1	105.6	5	1	1	1	109.4	5	1	2	1	82.6
5	1	1	1	115.6	5	1	1	1	81.8	5	1	2	1	94
5	1	1	1	98.8	5	1	1	1	100	5	1	2	1	103.6
5	1	1	1	73.2	5	1	1	1	64.3	5	1	2	1	114
5	1	1	1	95.5	5	1	1	1	84.5	5	1	2	1	80.4
5	1	1	1	101	5	1	1	1	114.6	5	1	2	1	113.5
5	1	1	1	94.8	5	1	1	1	72.9	5	1	2	1	104.3
5	1	1	1	104.2	5	1	1	1	95.2	5	1	2	1	94.9
5	1	1	1	101.6	5	1	1	1	98.7	5	1	2	1	98.7
5	1	1	1	105.4	5	1	1	1	94.3	5	1	2	1	118.9
5	1	1	1	94.9	5	1	1	1	96.2	5	1	2	1	100.3
5	1	1	1	137	5	1	1	1	96.4	5	1	2	1	107.6
5	1	1	1	68.1	5	1	1	1	109.5	5	1	2	1	97.3
5	1	1	1	85.6	5	1	1	1	92.2	5	1	2	1	104.4
5	1	1	1	80.7	5	1	1	1	89.6	5	1	2	1	73.5
5	1	1	1	103.8	5	1	1	1	95.5	5	1	2	1	122.2
5	1	1	1	94.9	5	1	1	1	97	5	1	2	1	122.2
5	1	1	1	99.1	5	1	1	1	77.6	5	1	2	1	87.9
5	1	1	1	75.9	5	1	1	1	89.4	5	1	2	1	101.7
5	1	1	1	80.7	5	1	1	1	89.5	5	1	2	1	103.8
5	1	1	1	100.7	5	1	1	1	96.5	5	1	2	1	73.4
5	1	1	1	81.3	5	1	1	1	105	5	1	2	1	105.9
5	1	1	1	98.2	5	1	1	1	96	5	1	2	1	82.8
5	1	1	1	122.2	5	1	1	1	96.3	5	1	2	1	89.1
5	1	1	1	95	5	1	1	1	106.9	5	1	2	1	96.7
5	1	1	1	112.8	5	1	1	1	67.7	5	1	2	1	103.1
5	1	1	1	95.7	5	1	1	1	126.8	5	1	2	1	95.3
5	1	1	1	135	5	1	1	1	99.7	5	1	2	1	111
5	1	1	1	103	5	1	1	1	98.1	5	1	2	1	108.7
5	1	1	1	94.9	5	1	1	1	97.3	5	1	2	1	86.9
5	1	1	1	94.3	5	1	1	1	90.8	5	1	2	1	91.1
5	1	1	1	108.4	5	1	1	1	95.7	5	1	2	1	82.3
5	1	1	1	91.2	5	1	1	1	110.7	5	1	2	1	92.3
5	1	1	1	99.4	5	1	1	1	87.5	5	1	2	1	108.1
5	1	1	1	71.7	5	1	1	1	89.1	5	1	2	1	81.1
5	1	1	1	89.2	5	1	1	1	93.2	5	1	2	1	82.7
5	1	1	1	103	5	1	1	1	96.8	5	1	2	1	118.6
5	1	1	1	111.8	5	1	1	1	96.5	5	1	2	1	101.1
5	1	1	1	88.4	5	1	1	1	79.7	5	1	2	1	84
5	1	1	1	102.2	5	1	1	1	65.2	5	1	2	1	112.8
5	1	1	1	77.9	5	1	1	1	65.8	5	1	2	1	91.6
5	1	1	1	86.7	5	1	1	1	101.6	5	1	2	1	89
5	1	1	1	105.8	5	1	1	1	95.8	5	1	2	1	80.4
5	1	1	1	94.9	5	1	1	1	107.9	5	1	2	1	105.4
5	1	1	1	84.4	5	1	1	1	94.8	5	1	2	1	85.6
5	1	1	1	98.3	5	1	1	1	102.1	5	1	2	1	95.6
5	1	1	1	90.7	5	1	1	1	75.9	5	1	2	1	78.5
5	1	1	1	95.4	5	1	1	1	101.4	5	1	2	1	96.7
5	1	1	1	66.9	5	1	1	1	55.2	5	1	2	1	86.4
5	1	1	1	79.3	5	1	1	1	99.5	5	1	2	1	82.8
5	1	1	1	113.8	5	1	1	1	88.3	5	1	2	1	98.9
5	1	1	1	98.2	5	1	1	1	94.8	5	1	2	1	106
5	1	1	1	96.6	5	1	1	1	102	5	1	2	1	107.9
5	1	1	1	109.5	5	1	1	1	79.7	5	1	2	1	100
5	1	1	1	85.2	5	1	1	1	99.1	5	1	2	1	112.9
5	1	1	1	97.2	5	1	1	1	105.8	5	1	2	1	83.1
5	1	1	1	88.6	5	1	1	1	102.4	5	1	2	1	82.6
5	1	1	1	96	5	1	1	1	88.2	5	1	2	1	84.7
5	1	1	1	87.2	5	1	1	1	58.6	5	1	2	1	107.5

Site	Lane marking	Wet	Light	Speed	Site	Lane marking	Wet	Light	Speed	Site	Lane marking	Wet	Light	Speed
5	1	1	1	72.3	5	1	1	1	96.5	5	1	2	1	103.2
5	1	1	1	47.3	5	1	1	1	99.4	5	1	2	1	103.8
5	1	1	1	74.2	5	1	1	1	98.6	5	1	2	1	88.1
5	1	1	1	96.2	5	1	1	1	85.1	5	1	2	1	89.8
5	1	1	1	86.5	5	1	1	1	102.5	5	1	2	1	98.8
5	1	1	1	103.3	5	1	1	1	102.7	5	1	2	1	101.1
5	1	1	1	78.4	5	1	1	1	112.1	5	1	2	1	81.4
5	1	1	1	95.6	5	1	1	1	93.7	5	1	2	1	102.6
5	1	1	1	107.1	5	1	1	1	101.5	5	1	2	1	110.6
5	1	1	1	113.9	5	1	1	1	90.5	5	1	2	1	89.9
5	1	1	1	95.1	5	1	1	1	90.5	5	1	2	1	86.3
5	1	1	1	94.7	5	1	1	1	99.3	5	1	2	1	98.8
5	1	1	1	94.6	5	1	1	1	93.5	5	1	2	1	108.1
5	1	1	1	90.9	5	1	1	1	108	5	1	2	1	89.5
5	1	1	1	68.2	5	1	1	1	100.9	5	1	2	1	99.1
5	1	1	1	97.7	5	1	1	1	104.9	5	1	2	1	111.4
5	1	1	1	77.2	5	1	1	1	52	5	1	2	1	92.8
5	1	1	1	96.4	5	1	1	1	96.8	5	1	2	1	92.6
5	1	1	1	79.7	5	1	1	1	103.4	5	1	2	1	93.4
5	1	1	1	97.3	5	1	1	1	113.7	5	1	2	1	99.5
5	1	1	1	95.5	5	1	1	1	92.6	5	1	2	1	71.9
5	1	1	1	78.7	5	1	1	1	115.1	5	1	2	2	103.1
5	1	1	1	96.1	5	1	1	1	85.6	5	1	2	2	99.5
5	1	1	1	105	5	1	1	1	96.4	5	1	2	2	99.5
5	1	1	1	101.2	5	1	1	1	95.2	5	1	2	2	103.4
5	1	1	1	78.2	5	1	1	1	95.6	5	1	2	2	85.1
5	1	1	1	113.1	5	1	1	1	100.2	5	1	2	2	84.1
5	1	1	1	71.8	5	1	1	1	89.1	5	1	2	2	103.2
5	1	1	1	99.5	5	1	1	1	135	5	1	2	2	103.3
5	1	1	1	122.1	5	1	1	1	102.1	5	1	2	2	88.5
5	1	1	1	85.6	5	1	1	1	79.1	5	1	2	2	100.1
5	1	1	1	97.7	5	1	1	1	111.8	5	1	2	2	93.8
5	1	1	1	98	5	1	1	1	68.1	5	1	2	2	82.1
5	1	1	1	18	5	1	1	1	91.7	5	1	2	2	103.3
5	1	1	1	103.7	5	1	1	1	100.8	5	1	2	2	100.1
5	1	1	1	107.8	5	1	1	1	107.5	5	1	2	2	94.4
5	1	1	1	99.8	5	1	1	1	87.7	5	1	2	2	83.7
5	1	1	1	69.7	5	1	1	1	97.1	5	1	2	2	82.5
5	1	1	1	110.7	5	1	1	1	102.5	5	1	2	2	103.2
5	1	1	1	77.3	5	1	1	1	109.2	5	1	2	2	84.2
5	1	1	1	112.6	5	1	1	1	109.7	5	1	2	2	102.5
5	1	1	1	79.7	5	1	1	1	109.9					

Site	Lane marking	Wet	Light	Speed	Site	Lane marking	Wet	Light	Speed	Site	Lane marking	Wet	Light	Speed
6	2	1	1	111.5	6	2	1	1	72.6	6	2	1	1	65.6
6	2	1	1	73.8	6	2	1	1	95.8	6	2	1	1	117.8
6	2	1	1	80.3	6	2	1	1	71.5	6	2	1	1	70.2
6	2	1	1	89	6	2	1	1	98.6	6	2	1	1	84
6	2	1	1	79	6	2	1	1	91.7	6	2	1	1	84.7
6	2	1	1	96.5	6	2	1	1	99	6	2	1	1	96.1
6	2	1	1	93.1	6	2	1	1	106.9	6	2	1	1	112.2
6	2	1	1	74.6	6	2	1	1	82.9	6	2	1	1	93.2
6	2	1	1	95.1	6	2	1	1	77	6	2	1	1	85.3
6	2	1	1	86.7	6	2	1	1	77.1	6	2	1	1	119.4
6	2	1	1	108.2	6	2	1	1	64	6	2	1	1	81.7
6	2	1	1	84.2	6	2	1	1	124.5	6	2	1	1	93
6	2	1	1	90.5	6	2	1	1	82.3	6	2	1	1	73.2
6	2	1	1	50.4	6	2	1	1	85.1	6	2	1	1	93
6	2	1	1	113.4	6	2	1	1	113.7	6	2	1	1	84.9
6	2	1	1	79.9	6	2	1	1	90.3	6	2	1	1	90.4
6	2	1	1	106.4	6	2	1	1	61.9	6	2	1	1	89.3
6	2	1	1	106.4	6	2	1	1	72.3	6	2	1	1	15.1
6	2	1	1	100.6	6	2	1	1	37.8	6	2	1	1	109.3
6	2	1	1	74.8	6	2	1	1	85.1	6	2	1	1	97.8
6	2	1	1	90.1	6	2	1	1	67.3	6	2	1	1	93.6
6	2	1	1	112.1	6	2	1	1	82.7	6	2	1	1	102.2
6	2	1	1	64.5	6	2	1	1	86.4	6	2	1	1	111
6	2	1	1	78.3	6	2	1	1	88	6	2	1	1	62.4
6	2	1	1	100.7	6	2	1	1	86.3	6	2	1	1	20.2
6	2	1	1	100.9	6	2	1	1	65.2	6	2	1	1	77
6	2	1	1	90.2	6	2	1	1	114.7	6	2	1	1	111.1
6	2	1	1	86.8	6	2	1	1	87.2	6	2	1	1	100.7
6	2	1	1	100.2	6	2	1	1	102.6	6	2	1	1	86
6	2	1	1	83.3	6	2	1	1	93.4	6	2	1	1	97.4
6	2	1	1	102.3	6	2	1	1	73.1	6	2	1	1	74.6
6	2	1	1	94.1	6	2	1	1	84.7	6	2	1	1	89.7
6	2	1	1	91.8	6	2	1	1	21.3	6	2	1	1	80.1
6	2	1	1	85.5	6	2	1	1	97.2	6	2	1	1	109.6
6	2	1	1	62.5	6	2	1	1	96.8	6	2	1	1	94.1
6	2	1	1	111.9	6	2	1	1	97.1	6	2	1	1	101.6
6	2	1	1	66.3	6	2	1	1	96.8	6	2	1	1	86.3
6	2	1	1	73	6	2	1	1	84.9	6	2	1	1	85.1
6	2	1	1	64.8	6	2	1	1	27	6	2	1	1	81.1
6	2	1	1	68.5	6	2	1	1	125.2	6	2	1	1	91.6
6	2	1	1	79.8	6	2	1	1	89	6	2	1	1	66.9
6	2	1	1	38.9	6	2	1	1	101.6	6	2	1	1	84.1
6	2	1	1	89.8	6	2	1	1	88.7	6	2	1	1	69.9
6	2	1	1	83.8	6	2	1	1	84	6	2	1	1	66.3
6	2	1	1	71.2	6	2	1	1	95.7	6	2	1	1	69.7
6	2	1	1	83.8	6	2	1	1	16.3	6	2	1	1	94.5
6	2	1	1	99.3	6	2	1	1	86.2	6	2	1	1	92.3
6	2	1	1	56.7	6	2	1	1	97.3	6	2	1	1	21.6
6	2	1	1	74.2	6	2	1	1	92.5	6	2	1	1	50.2
6	2	1	1	108.8	6	2	1	1	99.2	6	2	1	1	58.7
6	2	1	1	77.9	6	2	1	1	71.6	6	2	1	1	100
6	2	1	1	89.6	6	2	1	1	111.5	6	2	1	1	93.2
6	2	1	1	85.7	6	2	1	1	103.6	6	2	1	1	86.3
6	2	1	1	94	6	2	1	1	47.2	6	2	1	1	97.3
6	2	1	1	117.3	6	2	1	1	101.5	6	2	1	1	86.7
6	2	1	1	84.8	6	2	1	1	89.5	6	2	1	1	96.9
6	2	1	1	84.8	6	2	1	1	88.6	6	2	1	1	100.6
6	2	1	1	106	6	2	1	1	110.1	6	2	1	1	24.4
6	2	1	1	88.6	6	2	1	1	100.4	6	2	1	1	107.2
6	2	1	1	101.6	6	2	1	1	41.4	6	2	1	1	101.1
6	2	1	1	64.8	6	2	1	1	82.9	6	2	1	1	70.6
6	2	1	1	57.1	6	2	1	1	16.2	6	2	1	1	21.1
6	2	1	1	72	6	2	1	1	94.9	6	2	1	1	64.3
6	2	1	1	104.6	6	2	1	1	115	6	2	1	1	101.9
6	2	1	1	99.6	6	2	1	1	72.3	6	2	1	1	101.3
6	2	1	1	81.6	6	2	1	1	89.7	6	2	1	1	88.3
6	2	1	1	91.7	6	2	1	1	123.2	6	2	1	2	115.4
6	2	1	1	96.7	6	2	1	1	79.9	6	2	1	2	107.2
6	2	1	1	74.4	6	2	1	1	87.9	6	2	1	2	97.2
6	2	1	1	95.9	6	2	1	1	20	6	2	1	2	130.9
6	2	1	1	92.2	6	2	1	1	21.6	6	2	1	2	95
6	2	1	1	84.5	6	2	1	1	92.9	6	2	1	2	75.3
6	2	1	1	52.1	6	2	1	1	92.7	6	2	1	2	93
6	2	1	1	110.4	6	2	1	1	94.9	6	2	1	2	91.6
6	2	1	1	78.8	6	2	1	1	72.3	6	2	1	2	92.2

Site	Lane marking	Wet	Light	Speed	Site	Lane marking	Wet	Light	Speed	Site	Lane marking	Wet	Light	Speed
6	2	1	1	70.1	6	2	1	1	97.5	6	2	1	2	76.2
6	2	1	1	57.9	6	2	1	1	60.7	6	2	1	2	80.8
6	2	1	1	91.5	6	2	1	1	88.4	6	2	1	2	115.4
6	2	1	1	94.5	6	2	1	1	100.4	6	2	1	2	80.8
6	2	1	1	94.3	6	2	1	1	98.6	6	2	1	2	94.7
6	2	1	1	100.5	6	2	1	1	96.9	6	2	1	2	104.5
6	2	1	1	94.3	6	2	1	1	82.3	6	2	1	2	84.7
6	2	1	1	55.8	6	2	1	1	95.6	6	2	1	2	84.9
6	2	1	1	87.8	6	2	1	1	112.2	6	2	1	2	94.6
6	2	1	1	66.1	6	2	1	1	83.4	6	2	1	2	94.6
6	2	1	1	125.2	6	2	1	1	105.4	6	2	1	2	72.1
6	2	1	1	81	6	2	1	1	95	6	2	1	2	81.3
6	2	1	1	66.1	6	2	1	1	96	6	2	1	2	60.8
6	2	1	1	73.4	6	2	1	1	91.5	6	2	1	2	147.7
6	2	1	1	73.9	6	2	1	1	92.1	6	2	1	2	74.7
6	2	1	1	64.8	6	2	1	1	72	6	2	1	2	87.9
6	2	1	1	103	6	2	1	1	80.4	6	2	1	2	89.3
6	2	1	1	66.9	6	2	1	1	98.4	6	2	1	2	87.3
6	2	1	1	87.4	6	2	1	1	77.8	6	2	1	2	93.1
6	2	1	1	81.6	6	2	1	1	93.1	6	2	1	2	87.3
6	2	1	1	103.1	6	2	1	1	108.7	6	2	1	2	90.5
6	2	1	1	99.2	6	2	1	1	103.3	6	2	1	2	66.8
6	2	1	1	81.7	6	2	1	1	90.1	6	2	1	2	90.3
6	2	1	1	80	6	2	1	1	98.5	6	2	1	2	70.1
6	2	1	1	93.5	6	2	1	1	103.8	6	2	1	2	94.4
6	2	1	1	105.7	6	2	1	1	110.7	6	2	1	2	104.5
6	2	1	1	57.9	6	2	1	1	74.8	6	2	1	2	128.3
6	2	1	1	59.9	6	2	1	1	96.5	6	2	1	2	68.3
6	2	1	1	89.2	6	2	1	1	97	6	2	1	2	57.8
6	2	1	1	64.8	6	2	1	1	93.1	6	2	1	2	92.2
6	2	1	1	106.3	6	2	1	1	47.8	6	2	1	2	56.5
6	2	1	1	101.5	6	2	1	1	106.3	6	2	1	2	109.6
6	2	1	1	33	6	2	1	1	94.9	6	2	1	2	87.9
6	2	1	1	97.8	6	2	1	1	88.9	6	2	1	2	115.4
6	2	1	1	78.3	6	2	1	1	122.7	6	2	1	2	81.7
6	2	1	1	62.5	6	2	1	1	74.6	6	2	1	2	78.6
6	2	1	1	101.9	6	2	1	1	90	6	2	1	2	94.7
6	2	1	1	71.8	6	2	1	1	27	6	2	1	2	103.7
6	2	1	1	84.3	6	2	1	1	56.7	6	2	1	2	122.8
6	2	1	1	94.9	6	2	1	1	63.8	6	2	1	2	105.3
6	2	1	1	112.6	6	2	1	1	38.9	6	2	1	2	89.6
6	2	1	1	100.3	6	2	1	1	93.6	6	2	1	2	101.2
6	2	1	1	87.5	6	2	1	1	89.9	6	2	1	2	80.3
6	2	1	1	77.6	6	2	1	1	100.6	6	2	1	2	70.1
6	2	1	1	107.4	6	2	1	1	97.4	6	2	1	2	90.3
6	2	1	1	120.9	6	2	1	1	88.4	6	2	1	2	66.5
6	2	1	1	74.7	6	2	1	1	93.3	6	2	1	2	101.9
6	2	1	1	77.1	6	2	1	1	115.8	6	2	1	2	38.8
6	2	1	1	90.9	6	2	1	1	80.3	6	2	1	2	70.8
6	2	1	1	87.2	6	2	1	1	77.9	6	2	1	2	68.1
6	2	1	1	96.3	6	2	1	1	93.2	6	2	1	2	147.7
6	2	1	1	99.6	6	2	1	1	63	6	2	1	2	91.6
6	2	1	1	107.4	6	2	1	1	70.6	6	2	1	2	102.3
6	2	1	1	107.3	6	2	1	1	113.7	6	2	1	2	128.3
6	2	1	1	94.1	6	2	1	1	66.2	6	2	1	2	95.9
6	2	1	1	106.9	6	2	1	1	106.6	6	2	1	2	74.7
6	2	1	1	88.5	6	2	1	1	21.1	6	2	1	2	93.6
6	2	1	1	125.2	6	2	1	1	98.4	6	2	1	2	92.6
6	2	1	1	77.6	6	2	1	1	108.2	6	2	1	2	68.1
6	2	1	1	102.6	6	2	1	1	101	6	2	1	2	106
6	2	1	1	29.9	6	2	1	1	57.5	6	2	1	2	87.3
6	2	1	1	83.5	6	2	1	1	62.1	6	2	1	2	97.3
6	2	1	1	90.6	6	2	1	1	76.1	6	2	1	2	103.4
6	2	1	1	104.4	6	2	1	1	82.7	6	2	1	2	72
6	2	1	1	24.3	6	2	1	1	63.8	6	2	1	2	83.2
6	2	1	1	118.3	6	2	1	1	88.3	6	2	1	2	108.8
6	2	1	1	30.6	6	2	1	1	68.9	6	2	1	2	105.1
6	2	1	1	29.9	6	2	1	1	69.5	6	2	1	2	68.2
6	2	1	1	83.8	6	2	1	1	66.5	6	2	1	2	93.7
6	2	1	1	75.1	6	2	1	1	100.4	6	2	1	2	81
6	2	1	1	90	6	2	1	1	61.9	6	2	1	2	101.8
6	2	1	1	95.5	6	2	1	1	89.4	6	2	1	2	56.5
6	2	1	1	76.9	6	2	1	1	65	6	2	1	2	90
6	2	1	1	93.4	6	2	1	1	75.3	6	2	1	2	90.3
6	2	1	1	75.5	6	2	1	1	93.1	6	2	1	2	66.5

Site	Lane marking	Wet	Light	Speed	Site	Lane marking	Wet	Light	Speed	Site	Lane marking	Wet	Light	Speed
6	2	1	1	99.3	6	2	1	1	112.4	6	2	1	2	98.3
6	2	1	1	83.7	6	2	1	1	75.5	6	2	1	2	61.5
6	2	1	1	80.9	6	2	1	1	83.9	6	2	1	2	84.7
6	2	1	1	92.2	6	2	1	1	88.7	6	2	1	2	98.1
6	2	1	1	76.9	6	2	1	1	93.8	6	2	1	2	71.3
6	2	1	1	101.5	6	2	1	1	75.3	6	2	1	2	95.3
6	2	1	1	80.1	6	2	1	1	77.1	6	2	2	1	95.1
6	2	1	1	100.3	6	2	1	1	89.1	6	2	2	1	74
6	2	1	1	79.9	6	2	1	1	95.8	6	2	2	1	80.4
6	2	1	1	77.9	6	2	1	1	93.9	6	2	2	1	81.7
6	2	1	1	73.4	6	2	1	1	90.5	6	2	2	1	88.2
6	2	1	1	107.1	6	2	1	1	96.1	6	2	2	1	79.3
6	2	1	1	106.9	6	2	1	1	57.5	6	2	2	1	99.8
6	2	1	1	104.5	6	2	1	1	91.7	6	2	2	1	105.6
6	2	1	1	101.3	6	2	1	1	75	6	2	2	1	83.6
6	2	1	1	76.7	6	2	1	1	89.4	6	2	2	1	98.7
6	2	1	1	100.3	6	2	1	1	83.6	6	2	2	1	82.3
6	2	1	1	86.7	6	2	1	1	86.3	6	2	2	1	61.3
6	2	1	1	84.8	6	2	1	1	113.1	6	2	2	1	81.7
6	2	1	1	81.4	6	2	1	1	92.9	6	2	2	1	72.8
6	2	1	1	86.6	6	2	1	1	97.3	6	2	2	1	97.5
6	2	1	1	109.3	6	2	1	1	103.1	6	2	2	1	89.4
6	2	1	1	92.9	6	2	1	1	103.2	6	2	2	1	85
6	2	1	1	96.1	6	2	1	1	68.9	6	2	2	1	84.2
6	2	1	1	130.5	6	2	1	1	72.3	6	2	2	1	66.4
6	2	1	1	91.4	6	2	1	1	77.5	6	2	2	1	81.8
6	2	1	1	91	6	2	1	1	55.1	6	2	2	1	78.6
6	2	1	1	103.6	6	2	1	1	87.5	6	2	2	1	66.7
6	2	1	1	93.9	6	2	1	1	83.8	6	2	2	1	84.9
6	2	1	1	82.7	6	2	1	1	107.7	6	2	2	1	73.8
6	2	1	1	85.3	6	2	1	1	100.1	6	2	2	1	80.6
6	2	1	1	59.5	6	2	1	1	82.2	6	2	2	1	82.1
6	2	1	1	92.2	6	2	1	1	95.2	6	2	2	1	86.3
6	2	1	1	86.2	6	2	1	1	94.7	6	2	2	1	72
6	2	1	1	112.6	6	2	1	1	99.6	6	2	2	1	110.7
6	2	1	1	94.2	6	2	1	1	94.4	6	2	2	1	86.2
6	2	1	1	84.4	6	2	1	1	90.7	6	2	2	1	78.1
6	2	1	1	110.6	6	2	1	1	28.4	6	2	2	1	85.1
6	2	1	1	108.1	6	2	1	1	101.9	6	2	2	1	90.2
6	2	1	1	75.1	6	2	1	1	107.5	6	2	2	1	110
6	2	1	1	113.7	6	2	1	1	77.9	6	2	2	1	87.7
6	2	1	1	108.2	6	2	1	1	91.8	6	2	2	1	103.1
6	2	1	1	54.2	6	2	1	1	73.4	6	2	2	1	90.1
6	2	1	1	62.1	6	2	1	1	89.6	6	2	2	1	80.8
6	2	1	1	115.1	6	2	1	1	92.2	6	2	2	1	96.8
6	2	1	1	81.1	6	2	1	1	96	6	2	2	1	107.4
6	2	1	1	101.5	6	2	1	1	91.8	6	2	2	1	97.1
6	2	1	1	115	6	2	1	1	20.2	6	2	2	1	80.4
6	2	1	1	59.4	6	2	1	1	88.4	6	2	2	1	89.8
6	2	1	1	93.2	6	2	1	1	82.2	6	2	2	1	71.1
6	2	1	1	132.8	6	2	1	1	104.3	6	2	2	1	72.9
6	2	1	1	97.1	6	2	1	1	104.8	6	2	2	1	96.5
6	2	1	1	83.8	6	2	1	1	100.5	6	2	2	1	66.1
6	2	1	1	121.7	6	2	1	1	99.2	6	2	2	1	85
6	2	1	1	87.1	6	2	1	1	112.6	6	2	2	1	74.9
6	2	1	1	86.6	6	2	1	1	88.4	6	2	2	1	87.7
6	2	1	1	106.3	6	2	1	1	100.4	6	2	2	1	125.1
6	2	1	1	81.9	6	2	1	1	63.6	6	2	2	1	67.3
6	2	1	1	112.1	6	2	1	1	25.1	6	2	2	1	94.9
6	2	1	1	73.9	6	2	1	1	69.7	6	2	2	1	82.1
6	2	1	1	79.6	6	2	1	1	104	6	2	2	1	95.1
6	2	1	1	87.8	6	2	1	1	80.5	6	2	2	1	108.1
6	2	1	1	90.4	6	2	1	1	62.4	6	2	2	1	52.9
6	2	1	1	84.3	6	2	1	1	65.2	6	2	2	1	81.8
6	2	1	1	84.9	6	2	1	1	115.3	6	2	2	1	91.6
6	2	1	1	65.9	6	2	1	1	96.7	6	2	2	1	68.3
6	2	1	1	80.3	6	2	1	1	95.4	6	2	2	1	107.1
6	2	1	1	100.3	6	2	1	1	100.2	6	2	2	1	107.6
6	2	1	1	89.2	6	2	1	1	79.9	6	2	2	1	97.5
6	2	1	1	70.7	6	2	1	1	132.6	6	2	2	1	73.1
6	2	1	1	68.9	6	2	1	1	93.4	6	2	2	1	82.2
6	2	1	1	107.8	6	2	1	1	106.8	6	2	2	1	48.7
6	2	1	1	74.1	6	2	1	1	103.2	6	2	2	1	84.4
6	2	1	1	96.9	6	2	1	1	78.9	6	2	2	1	78.5
6	2	1	1	77	6	2	1	1	106.7	6	2	2	1	98.7

Site	Lane marking	Wet	Light	Speed	Site	Lane marking	Wet	Light	Speed	Site	Lane marking	Wet	Light	Speed
6	2	1	1	96.5	6	2	1	1	57.1	6	2	2	1	81.2
6	2	1	1	84.2	6	2	1	1	94.9	6	2	2	1	48.7
6	2	1	1	74.9	6	2	1	1	89.6	6	2	2	1	28.2
6	2	1	1	105.5	6	2	1	1	105.5	6	2	2	1	94.3
6	2	1	1	82	6	2	1	1	80.3	6	2	2	1	99.6
6	2	1	1	101.7	6	2	1	1	80.3	6	2	2	1	78.3
6	2	1	1	72.5	6	2	1	1	67	6	2	2	1	81.8
6	2	1	1	97	6	2	1	1	62.5	6	2	2	1	96.4
6	2	1	1	98.5	6	2	1	1	93.2	6	2	2	1	72
6	2	1	1	110.9	6	2	1	1	66.3	6	2	2	1	85.1
6	2	1	1	117.8	6	2	1	1	63	6	2	2	1	91.6
6	2	1	1	103.2	6	2	1	1	99.2	6	2	2	1	71.1
6	2	1	1	132.6	6	2	1	1	85.7	6	2	2	1	89
6	2	1	1	23.3	6	2	1	1	100.3	6	2	2	1	89.8
6	2	1	1	91.4	6	2	1	1	60.4	6	2	2	1	68.2
6	2	1	1	87.5	6	2	1	1	58.6	6	2	2	1	53.2
6	2	1	1	106.5	6	2	1	1	77.7	6	2	2	1	90.1
6	2	1	1	90.8	6	2	1	1	68.2	6	2	2	1	70.1
6	2	1	1	77.6	6	2	1	1	77.9	6	2	2	1	81.2
6	2	1	1	65.8	6	2	1	1	52	6	2	2	1	90.1
6	2	1	1	120.3	6	2	1	1	97.4	6	2	2	1	99.4
6	2	1	1	81.4	6	2	1	1	82	6	2	2	2	105.1
6	2	1	1	49.9	6	2	1	1	92.5	6	2	2	2	78.6
6	2	1	1	76.6	6	2	1	1	83.9	6	2	2	2	121
6	2	1	1	70.6	6	2	1	1	57.9	6	2	2	2	60.6
6	2	1	1	60.7	6	2	1	1	102.6	6	2	2	2	100.1
6	2	1	1	104.4	6	2	1	1	85.7	6	2	2	2	89.9
6	2	1	1	101	6	2	1	1	54.2	6	2	2	2	79.9
6	2	1	1	106.7	6	2	1	1	95.4	6	2	2	2	105.1
6	2	1	1	91.1	6	2	1	1	88	6	2	2	2	80.9
6	2	1	1	97.8	6	2	1	1	81.6	6	2	2	2	89.9
6	2	1	1	86.4	6	2	1	1	73.8	6	2	2	2	89.9
6	2	1	1	25.1	6	2	1	1	97.8	6	2	2	2	89.9
6	2	1	1	99.3	6	2	1	1	91.9	6	2	2	2	71
6	2	1	1	110.1	6	2	1	1	79	6	2	2	2	79.9
6	2	1	1	73.9	6	2	1	1	135.3	6	2	2	2	66.8
6	2	1	1	48.5	6	2	1	1	64.2	6	2	2	2	100.1
6	2	1	1	95.3	6	2	1	1	111	6	2	2	2	60.6
6	2	1	1	88.3	6	2	1	1	100.3	6	2	2	2	95.9
6	2	1	1	112.4	6	2	1	1	83.2	6	2	2	2	98.2
6	2	1	1	90.2	6	2	1	1	22.1	6	2	2	2	66.8
6	2	1	1	63.8	6	2	1	1	93.5					

Site	Lane marking	Wet	Light	Speed	Site	Lane marking	Wet	Light	Speed	Site	Lane marking	Wet	Light	Speed
7	1	1	1	75	7	1	1	1	91.6	7	1	1	1	76.8
7	1	1	1	89.4	7	1	1	1	85.6	7	1	1	1	82.1
7	1	1	1	97.9	7	1	1	1	83.1	7	1	1	1	91
7	1	1	1	87	7	1	1	1	84.5	7	1	1	1	103.4
7	1	1	1	75.6	7	1	1	1	88.9	7	1	1	1	96.9
7	1	1	1	87	7	1	1	1	93.8	7	1	1	1	27.8
7	1	1	1	90.9	7	1	1	1	94.8	7	1	1	1	111.9
7	1	1	1	106.9	7	1	1	1	82.1	7	1	1	1	114.8
7	1	1	1	69.3	7	1	1	1	78.9	7	1	1	1	86.7
7	1	1	1	72.2	7	1	1	1	101.4	7	1	1	1	82.2
7	1	1	1	95.4	7	1	1	1	76.4	7	1	1	1	110.2
7	1	1	1	85.4	7	1	1	1	92.8	7	1	1	1	93.1
7	1	1	1	87.9	7	1	1	1	86.6	7	1	1	1	89.2
7	1	1	1	77.4	7	1	1	1	91.3	7	1	1	1	89.2
7	1	1	1	84.5	7	1	1	1	103.5	7	1	1	1	92.8
7	1	1	1	38.2	7	1	1	1	66	7	1	1	1	107.7
7	1	1	1	95.4	7	1	1	1	94.6	7	1	1	1	89.1
7	1	1	1	95.2	7	1	1	1	94.1	7	1	1	1	95.7
7	1	1	1	87.6	7	1	1	1	120.5	7	1	1	1	86.6
7	1	1	1	81.3	7	1	1	1	92.9	7	1	1	1	94.2
7	1	1	1	87.2	7	1	1	1	122.3	7	1	1	1	45.3
7	1	1	1	83.3	7	1	1	1	93	7	1	1	1	83.7
7	1	1	1	105.4	7	1	1	1	81.1	7	1	1	1	75.1
7	1	1	1	84.7	7	1	1	1	69.1	7	1	1	1	25.6
7	1	1	1	98.8	7	1	1	1	75.4	7	1	1	1	77.5
7	1	1	1	92.9	7	1	1	1	78.1	7	1	1	1	98.6
7	1	1	1	89.3	7	1	1	1	97	7	1	1	1	80.1
7	1	1	1	92.3	7	1	1	1	89.2	7	1	1	1	100.1
7	1	1	1	97.5	7	1	1	1	83.9	7	1	1	1	84.1
7	1	1	1	82.6	7	1	1	1	71.4	7	1	1	1	102.7
7	1	1	1	108.6	7	1	1	1	72.7	7	1	1	1	79.7
7	1	1	1	85.3	7	1	1	1	86.2	7	1	1	1	101
7	1	1	1	95.3	7	1	1	1	90.9	7	1	1	1	80.4
7	1	1	1	95.3	7	1	1	1	93	7	1	1	1	64.7
7	1	1	1	80.1	7	1	1	1	92.1	7	1	1	1	103.3
7	1	1	1	81.9	7	1	1	1	38.3	7	1	1	1	90
7	1	1	1	77.6	7	1	1	1	87.5	7	1	1	1	91.9
7	1	1	1	99	7	1	1	1	68.8	7	1	1	1	105
7	1	1	1	81	7	1	1	1	87.7	7	1	1	1	107.5
7	1	1	1	105.7	7	1	1	1	92.9	7	1	1	1	91.4
7	1	1	1	87.9	7	1	1	1	80.6	7	1	1	1	99.2
7	1	1	1	103.3	7	1	1	1	71.5	7	1	1	1	61.9
7	1	1	1	95.3	7	1	1	1	82.4	7	1	1	1	78.9
7	1	1	1	90.7	7	1	1	1	100	7	1	1	1	76.4
7	1	1	1	93.4	7	1	1	1	64	7	1	1	1	95.4
7	1	1	1	101.5	7	1	1	1	90.9	7	1	1	1	76.8
7	1	1	1	74.8	7	1	1	1	94.6	7	1	1	1	89.5
7	1	1	1	77.3	7	1	1	1	100.7	7	1	1	1	108.1
7	1	1	1	88.7	7	1	1	1	89.3	7	1	1	1	94.8
7	1	1	1	86.8	7	1	1	1	81.6	7	1	1	1	101.8
7	1	1	1	103.4	7	1	1	1	81.8	7	1	1	1	93.5
7	1	1	1	66.3	7	1	1	1	81.1	7	1	1	1	97.3
7	1	1	1	96.3	7	1	1	1	90	7	1	1	1	71.4
7	1	1	1	102.9	7	1	1	1	97.8	7	1	1	1	77.1
7	1	1	1	73.4	7	1	1	1	82.3	7	1	1	1	113.6
7	1	1	1	88.7	7	1	1	1	82.1	7	1	1	1	99.5
7	1	1	1	78.8	7	1	1	1	91.3	7	1	1	1	99
7	1	1	1	98.5	7	1	1	1	84.9	7	1	1	1	85.8
7	1	1	1	81.2	7	1	1	1	94.5	7	1	1	1	101.1
7	1	1	1	92	7	1	1	1	95.7	7	1	1	1	46
7	1	1	1	95.7	7	1	1	1	99.4	7	1	1	1	82.8
7	1	1	1	96.2	7	1	1	1	100.1	7	1	1	1	91.7
7	1	1	1	90.8	7	1	1	1	91.5	7	1	1	1	95.2
7	1	1	1	78.7	7	1	1	1	24.9	7	1	1	1	97.9
7	1	1	1	87.4	7	1	1	1	97.3	7	1	1	1	81.6
7	1	1	1	101.2	7	1	1	1	81.4	7	1	1	1	87.2
7	1	1	1	86.9	7	1	1	1	95.9	7	1	1	2	104.4
7	1	1	1	104	7	1	1	1	69	7	1	1	2	97.9
7	1	1	1	102.3	7	1	1	1	93.9	7	1	1	2	73.4
7	1	1	1	88	7	1	1	1	75.2	7	1	1	2	87.1
7	1	1	1	95.9	7	1	1	1	73.1	7	1	1	2	102.4
7	1	1	1	100.6	7	1	1	1	82.9	7	1	1	2	91.7
7	1	1	1	92.4	7	1	1	1	83.9	7	1	1	2	62.5
7	1	1	1	71.1	7	1	1	1	92	7	1	1	2	92.6
7	1	1	1	98.5	7	1	1	1	102.1	7	1	1	2	75.9

Site	Lane marking	Wet	Light	Speed	Site	Lane marking	Wet	Light	Speed	Site	Lane marking	Wet	Light	Speed
7	1	1	1	100.5	7	1	1	1	82.1	7	1	1	2	94
7	1	1	1	90.7	7	1	1	1	87.2	7	1	1	2	75.9
7	1	1	1	81.1	7	1	1	1	72	7	1	1	2	87.4
7	1	1	1	99.1	7	1	1	1	89	7	1	1	2	73.6
7	1	1	1	94.6	7	1	1	1	98.8	7	1	1	2	87
7	1	1	1	76.7	7	1	1	1	99.6	7	1	1	2	88.4
7	1	1	1	92.3	7	1	1	1	75	7	1	1	2	98.1
7	1	1	1	101.8	7	1	1	1	88.9	7	1	1	2	90.9
7	1	1	1	70.6	7	1	1	1	104.7	7	1	1	2	71.9
7	1	1	1	88.6	7	1	1	1	93	7	1	1	2	104.4
7	1	1	1	78.3	7	1	1	1	100.9	7	1	1	2	94.2
7	1	1	1	100.2	7	1	1	1	91.5	7	1	1	2	83.9
7	1	1	1	91.4	7	1	1	1	115.7	7	1	1	2	91.7
7	1	1	1	93.2	7	1	1	1	97.1	7	1	1	2	82.7
7	1	1	1	77	7	1	1	1	90.5	7	1	1	2	94.3
7	1	1	1	108.4	7	1	1	1	103.5	7	1	1	2	89.1
7	1	1	1	76.7	7	1	1	1	66.8	7	1	1	2	106.9
7	1	1	1	92.3	7	1	1	1	71.5	7	1	1	2	81.7
7	1	1	1	81.2	7	1	1	1	100.1	7	1	1	2	76.4
7	1	1	1	95	7	1	1	1	89.7	7	1	1	2	101.2
7	1	1	1	82.6	7	1	1	1	72.8	7	1	1	2	91.7
7	1	1	1	79.7	7	1	1	1	66.4	7	1	1	2	98.8
7	1	1	1	89.1	7	1	1	1	75.7	7	1	1	2	95.2
7	1	1	1	101.7	7	1	1	1	106.9	7	1	1	2	87.9
7	1	1	1	65.3	7	1	1	1	95.6	7	1	1	2	113.8
7	1	1	1	66.3	7	1	1	1	93	7	1	1	2	101.9
7	1	1	1	88.8	7	1	1	1	92.9	7	1	1	2	81.5
7	1	1	1	77.8	7	1	1	1	91.9	7	1	1	2	88.3
7	1	1	1	113.9	7	1	1	1	89.8	7	1	1	2	74.9
7	1	1	1	84.3	7	1	1	1	97.5	7	1	1	2	103.4
7	1	1	1	78.3	7	1	1	1	99.7	7	1	1	2	56.1
7	1	1	1	93.3	7	1	1	1	94.9	7	1	1	2	75.6
7	1	1	1	77.5	7	1	1	1	91.2	7	1	1	2	90.7
7	1	1	1	83.3	7	1	1	1	78.2	7	1	1	2	100
7	1	1	1	108.1	7	1	1	1	96.8	7	1	1	2	94.9
7	1	1	1	111.9	7	1	1	1	95.1	7	1	1	2	94
7	1	1	1	110.6	7	1	1	1	56.5	7	1	1	2	85.1
7	1	1	1	95.2	7	1	1	1	86.9	7	1	1	2	110.5
7	1	1	1	98.9	7	1	1	1	93.2	7	1	1	2	94.2
7	1	1	1	101	7	1	1	1	72.7	7	1	1	2	94.9
7	1	1	1	88.3	7	1	1	1	97.5	7	1	1	2	105.8
7	1	1	1	110.9	7	1	1	1	88	7	1	1	2	90.2
7	1	1	1	97.4	7	1	1	1	105.4	7	1	1	2	29.6
7	1	1	1	86.3	7	1	1	1	97.9	7	1	1	2	87.8
7	1	1	1	85.4	7	1	1	1	86.7	7	1	1	2	87.2
7	1	1	1	120.5	7	1	1	1	102	7	1	1	2	77.3
7	1	1	1	81.1	7	1	1	1	89.9	7	1	1	2	96.4
7	1	1	1	75.1	7	1	1	1	71.3	7	1	1	2	108
7	1	1	1	91.3	7	1	1	1	89.5	7	1	1	2	102.2
7	1	1	1	106.9	7	1	1	1	94	7	1	1	2	103.4
7	1	1	1	92.8	7	1	1	1	89.7	7	1	1	2	96.8
7	1	1	1	91.5	7	1	1	1	88	7	1	1	2	100
7	1	1	1	74.1	7	1	1	1	87.1	7	1	1	2	75.6
7	1	1	1	94.8	7	1	1	1	90.7	7	1	1	2	99.8
7	1	1	1	81.8	7	1	1	1	80.1	7	1	1	2	97.4
7	1	1	1	82.3	7	1	1	1	88	7	1	1	2	74.7
7	1	1	1	102.4	7	1	1	1	88.1	7	1	1	2	101.1
7	1	1	1	101.8	7	1	1	1	98.9	7	1	1	2	76.6
7	1	1	1	98.3	7	1	1	1	71	7	1	1	2	92.9
7	1	1	1	88.3	7	1	1	1	104.8	7	1	1	2	46.5
7	1	1	1	80.6	7	1	1	1	77.4	7	1	1	2	59
7	1	1	1	94	7	1	1	1	85.7	7	1	1	2	71.7
7	1	1	1	103.8	7	1	1	1	100.5	7	1	1	2	76.7
7	1	1	1	79.8	7	1	1	1	73.9	7	1	1	2	75.5
7	1	1	1	98	7	1	1	1	104.2	7	1	1	2	108
7	1	1	1	102.9	7	1	1	1	78.9	7	1	1	2	76.3
7	1	1	1	71.8	7	1	1	1	100.5	7	1	1	2	74.1
7	1	1	1	102.7	7	1	1	1	78.8	7	1	1	2	98.7
7	1	1	1	75.4	7	1	1	1	96	7	1	1	2	86.1
7	1	1	1	98.5	7	1	1	1	83.4	7	1	1	2	110.5
7	1	1	1	77	7	1	1	1	94.5	7	1	1	2	88.3
7	1	1	1	80	7	1	1	1	82.8	7	1	1	2	114.8
7	1	1	1	80.5	7	1	1	1	88.2	7	1	1	2	111.7
7	1	1	1	104.2	7	1	1	1	99.2	7	1	1	2	95
7	1	1	1	104.5	7	1	1	1	69.5	7	1	1	2	93.3

Site	Lane marking	Wet	Light	Speed	Site	Lane marking	Wet	Light	Speed	Site	Lane marking	Wet	Light	Speed
7	1	1	1	99.2	7	1	1	1	85.5	7	1	1	2	91.7
7	1	1	1	78.8	7	1	1	1	37	7	1	1	2	91.2
7	1	1	1	97.3	7	1	1	1	91.1	7	1	1	2	96.2
7	1	1	1	90.5	7	1	1	1	84.9	7	1	1	2	101.5
7	1	1	1	89.1	7	1	1	1	75.2	7	1	1	2	106.9
7	1	1	1	103.7	7	1	1	1	101.5	7	1	1	2	72.9
7	1	1	1	74.2	7	1	1	1	82.5	7	1	2	1	86.9
7	1	1	1	103.1	7	1	1	1	82.5	7	1	2	1	104.4
7	1	1	1	85.8	7	1	1	1	99.6	7	1	2	1	77.1
7	1	1	1	112.9	7	1	1	1	99.1	7	1	2	1	106.8
7	1	1	1	92.9	7	1	1	1	104.1	7	1	2	1	84.5
7	1	1	1	102.9	7	1	1	1	80.1	7	1	2	1	86.4
7	1	1	1	96.2	7	1	1	1	81.7	7	1	2	1	95
7	1	1	1	98	7	1	1	1	93.3	7	1	2	1	88.6
7	1	1	1	77.6	7	1	1	1	99.1	7	1	2	1	51.2
7	1	1	1	95.3	7	1	1	1	93.9	7	1	2	1	93.7
7	1	1	1	95.6	7	1	1	1	98.2	7	1	2	1	98.5
7	1	1	1	70.3	7	1	1	1	110	7	1	2	1	109.9
7	1	1	1	106.8	7	1	1	1	88.2	7	1	2	1	85
7	1	1	1	82.8	7	1	1	1	79.8	7	1	2	1	71.2
7	1	1	1	89.9	7	1	1	1	88.5	7	1	2	1	98
7	1	1	1	74.4	7	1	1	1	102.9	7	1	2	1	92.4
7	1	1	1	102.9	7	1	1	1	81.6	7	1	2	1	89.7
7	1	1	1	84.3	7	1	1	1	89.1	7	1	2	1	70.6
7	1	1	1	108.4	7	1	1	1	89.9	7	1	2	1	93.3
7	1	1	1	103.2	7	1	1	1	82.7	7	1	2	1	95.7
7	1	1	1	76.5	7	1	1	1	80.8	7	1	2	1	80.5
7	1	1	1	94.8	7	1	1	1	94.5	7	1	2	1	95.1
7	1	1	1	62.2	7	1	1	1	90.9	7	1	2	1	69.6
7	1	1	1	94.6	7	1	1	1	76.6	7	1	2	1	91.4
7	1	1	1	70.2	7	1	1	1	49.9	7	1	2	1	93
7	1	1	1	67.9	7	1	1	1	106.2	7	1	2	1	93.2
7	1	1	1	94.8	7	1	1	1	99	7	1	2	1	96.1
7	1	1	1	88.8	7	1	1	1	70.1	7	1	2	1	92.4
7	1	1	1	88.6	7	1	1	1	72.8	7	1	2	1	83.4
7	1	1	1	119	7	1	1	1	81.6	7	1	2	1	100.7
7	1	1	1	96.6	7	1	1	1	93	7	1	2	1	74.5
7	1	1	1	104.6	7	1	1	1	81.3	7	1	2	1	82
7	1	1	1	88.5	7	1	1	1	90.5	7	1	2	1	95.9
7	1	1	1	30.3	7	1	1	1	29.3	7	1	2	1	106.1
7	1	1	1	77.3	7	1	1	1	98.1	7	1	2	1	92.7
7	1	1	1	87.4	7	1	1	1	89.3	7	1	2	1	81.2
7	1	1	1	102.6	7	1	1	1	100.5	7	1	2	1	82.7
7	1	1	1	87.3	7	1	1	1	71	7	1	2	1	94.5
7	1	1	1	90.7	7	1	1	1	91	7	1	2	1	80.3
7	1	1	1	90	7	1	1	1	91	7	1	2	1	94.9
7	1	1	1	83.3	7	1	1	1	76.5	7	1	2	1	91
7	1	1	1	97.4	7	1	1	1	98.5	7	1	2	1	79.9
7	1	1	1	82.6	7	1	1	1	97.8	7	1	2	1	91.8
7	1	1	1	94.8	7	1	1	1	112.1	7	1	2	1	99.3
7	1	1	1	81.5	7	1	1	1	86.5	7	1	2	1	85.1
7	1	1	1	79.4	7	1	1	1	84.3	7	1	2	1	106.1
7	1	1	1	98.7	7	1	1	1	75.4	7	1	2	1	90.9
7	1	1	1	89	7	1	1	1	90.1	7	1	2	1	98
7	1	1	1	99.9	7	1	1	1	71.8	7	1	2	1	70.6
7	1	1	1	91.8	7	1	1	1	85.7	7	1	2	1	69.3
7	1	1	1	89.3	7	1	1	1	73.4	7	1	2	1	64.6
7	1	1	1	87.9	7	1	1	1	93.5	7	1	2	1	99.3
7	1	1	1	100.9	7	1	1	1	90.9	7	1	2	1	78.7
7	1	1	1	101	7	1	1	1	69	7	1	2	1	91.9
7	1	1	1	83.8	7	1	1	1	100.1	7	1	2	1	82.5
7	1	1	1	97.6	7	1	1	1	85.8	7	1	2	1	86.3
7	1	1	1	93.5	7	1	1	1	93.2	7	1	2	1	90.4
7	1	1	1	88.5	7	1	1	1	82	7	1	2	1	102.8
7	1	1	1	108.4	7	1	1	1	84.2	7	1	2	1	66.4
7	1	1	1	76.7	7	1	1	1	90.9	7	1	2	1	97.1
7	1	1	1	98.5	7	1	1	1	79.4	7	1	2	1	100.3
7	1	1	1	112.7	7	1	1	1	102.3	7	1	2	1	80.2
7	1	1	1	88.9	7	1	1	1	96.8	7	1	2	1	89.5
7	1	1	1	83	7	1	1	1	21.9	7	1	2	1	92.8
7	1	1	1	113.6	7	1	1	1	70.2	7	1	2	1	72.9
7	1	1	1	85.7	7	1	1	1	73.8	7	1	2	1	77.5
7	1	1	1	100	7	1	1	1	94.6	7	1	2	1	81.5
7	1	1	1	71.6	7	1	1	1	80	7	1	2	1	91.8
7	1	1	1	103.1	7	1	1	1	94.8	7	1	2	1	82.6

Site	Lane marking	Wet	Light	Speed	Site	Lane marking	Wet	Light	Speed	Site	Lane marking	Wet	Light	Speed
7	1	1	1	75.4	7	1	1	1	87.9	7	1	2	1	93.7
7	1	1	1	105.9	7	1	1	1	87.7	7	1	2	1	129.2
7	1	1	1	87.6	7	1	1	1	85.4	7	1	2	1	85.6
7	1	1	1	100.7	7	1	1	1	99.4	7	1	2	1	85
7	1	1	1	88.8	7	1	1	1	84.3	7	1	2	1	86.6
7	1	1	1	103.4	7	1	1	1	100	7	1	2	1	107.5
7	1	1	1	71	7	1	1	1	86.9	7	1	2	1	64.6
7	1	1	1	76.1	7	1	1	1	70.1	7	1	2	1	96.1
7	1	1	1	85.3	7	1	1	1	87	7	1	2	1	81.9
7	1	1	1	81.1	7	1	1	1	107.9	7	1	2	1	90.4
7	1	1	1	81.3	7	1	1	1	78.2	7	1	2	1	89.2
7	1	1	1	103.6	7	1	1	1	88.5	7	1	2	1	89.2
7	1	1	1	71.2	7	1	1	1	88.3	7	1	2	1	98
7	1	1	1	73.1	7	1	1	1	103.9	7	1	2	1	84
7	1	1	1	115.7	7	1	1	1	72.8	7	1	2	1	107.5
7	1	1	1	98.3	7	1	1	1	90	7	1	2	1	80.7
7	1	1	1	76.2	7	1	1	1	74.8	7	1	2	1	83.8
7	1	1	1	71.4	7	1	1	1	94.8	7	1	2	1	89.2
7	1	1	1	91.7	7	1	1	1	85.3	7	1	2	1	102.1
7	1	1	1	93	7	1	1	1	82.5	7	1	2	1	91
7	1	1	1	76.8	7	1	1	1	82.1	7	1	2	1	93.7
7	1	1	1	80.8	7	1	1	1	69.3	7	1	2	2	113.6
7	1	1	1	93.1	7	1	1	1	110.7	7	1	2	2	85
7	1	1	1	69	7	1	1	1	83.5	7	1	2	2	102
7	1	1	1	57.3	7	1	1	1	88.9	7	1	2	2	84.2
7	1	1	1	102.9	7	1	1	1	124.8	7	1	2	2	99.7
7	1	1	1	81.8	7	1	1	1	68.7	7	1	2	2	82.6
7	1	1	1	81.1	7	1	1	1	99.9	7	1	2	2	96.9
7	1	1	1	98.1	7	1	1	1	93.9	7	1	2	2	73.2
7	1	1	1	74.3	7	1	1	1	98.3	7	1	2	2	85.5
7	1	1	1	89.5	7	1	1	1	77.4	7	1	2	2	106.7
7	1	1	1	95.8	7	1	1	1	93.9	7	1	2	2	90.4
7	1	1	1	109.6	7	1	1	1	71.4	7	1	2	2	88.2
7	1	1	1	79.9	7	1	1	1	76.4	7	1	2	2	75.5
7	1	1	1	75.1	7	1	1	1	94.6	7	1	2	2	86
7	1	1	1	81.9	7	1	1	1	111	7	1	2	2	99.7
7	1	1	1	63.3	7	1	1	1	112.1	7	1	2	2	58.1
7	1	1	1	77.1	7	1	1	1	34.1	7	1	2	2	86.2
7	1	1	1	98.7	7	1	1	1	88	7	1	2	2	91.1
7	1	1	1	80.8	7	1	1	1	75.4	7	1	2	2	86.1
7	1	1	1	96.2	7	1	1	1	92.1	7	1	2	2	84.3
7	1	1	1	84	7	1	1	1	80.4					

Site	Lane marking	Wet	Light	Speed	Site	Lane marking	Wet	Light	Speed	Site	Lane marking	Wet	Light	Speed
8	2	1	1	99.7	8	2	1	1	82.8	8	2	1	1	63.5
8	2	1	1	91.6	8	2	1	1	108.7	8	2	1	1	85.4
8	2	1	1	66	8	2	1	1	78	8	2	1	1	90.4
8	2	1	1	92.6	8	2	1	1	60.2	8	2	1	1	92.7
8	2	1	1	98.2	8	2	1	1	84.2	8	2	1	1	109.8
8	2	1	1	38.7	8	2	1	1	82	8	2	1	1	78.7
8	2	1	1	79.6	8	2	1	1	24.8	8	2	1	1	113.2
8	2	1	1	94.8	8	2	1	1	91.7	8	2	1	1	104.1
8	2	1	1	92.1	8	2	1	1	86.2	8	2	1	1	98.2
8	2	1	1	70.4	8	2	1	1	104.3	8	2	1	1	89.3
8	2	1	1	83.6	8	2	1	1	77.5	8	2	1	1	57.5
8	2	1	1	87.4	8	2	1	1	84.2	8	2	1	1	72.4
8	2	1	1	113.1	8	2	1	1	93.2	8	2	1	1	86.4
8	2	1	1	73.4	8	2	1	1	95.1	8	2	1	1	106.3
8	2	1	1	84.4	8	2	1	1	87.6	8	2	1	1	103
8	2	1	1	77.5	8	2	1	1	91.9	8	2	1	1	104.8
8	2	1	1	38.7	8	2	1	1	80.7	8	2	1	1	93.5
8	2	1	1	100.5	8	2	1	1	78.6	8	2	1	1	123.8
8	2	1	1	65.2	8	2	1	1	88.8	8	2	1	1	70
8	2	1	1	107.8	8	2	1	1	77.5	8	2	1	1	83.7
8	2	1	1	11.2	8	2	1	1	81.3	8	2	1	1	93.2
8	2	1	1	81.8	8	2	1	1	87.5	8	2	1	1	87.8
8	2	1	1	96.1	8	2	1	1	101.9	8	2	1	1	102.3
8	2	1	1	77.6	8	2	1	1	107.5	8	2	1	1	90.4
8	2	1	1	104.1	8	2	1	1	90.3	8	2	1	1	71.5
8	2	1	1	74.4	8	2	1	1	87.8	8	2	1	1	108.7
8	2	1	1	77.4	8	2	1	1	45.4	8	2	1	1	105.9
8	2	1	1	103.5	8	2	1	1	104.4	8	2	1	1	69.3
8	2	1	1	92.8	8	2	1	1	93.1	8	2	1	1	101.3
8	2	1	1	81	8	2	1	1	83.5	8	2	1	1	91.3
8	2	1	1	71.8	8	2	1	1	108.1	8	2	1	1	116.9
8	2	1	1	101.1	8	2	1	1	89.6	8	2	1	1	101.8
8	2	1	1	92	8	2	1	1	30.2	8	2	1	1	85.5
8	2	1	1	82.3	8	2	1	1	81.8	8	2	1	1	85.5
8	2	1	1	71.8	8	2	1	1	71.4	8	2	1	1	103.5
8	2	1	1	86	8	2	1	1	97.8	8	2	1	1	33.4
8	2	1	1	76.4	8	2	1	1	106.3	8	2	1	1	74.8
8	2	1	1	87.1	8	2	1	1	77	8	2	1	1	94.5
8	2	1	1	56.4	8	2	1	1	89	8	2	1	1	79.4
8	2	1	1	95.1	8	2	1	1	65.8	8	2	1	1	82.3
8	2	1	1	107.1	8	2	1	1	100.4	8	2	1	1	82.3
8	2	1	1	131.1	8	2	1	1	93.1	8	2	1	1	106.7
8	2	1	1	109.6	8	2	1	1	92.1	8	2	1	1	106
8	2	1	1	94.1	8	2	1	1	83.6	8	2	1	1	115.6
8	2	1	1	68.6	8	2	1	1	108.8	8	2	1	1	94.3
8	2	1	1	93.2	8	2	1	1	85	8	2	1	1	95.1
8	2	1	1	96	8	2	1	1	108.9	8	2	1	1	74.7
8	2	1	1	92.4	8	2	1	1	95.7	8	2	1	1	83.6
8	2	1	1	81.9	8	2	1	1	81.1	8	2	1	1	82.8
8	2	1	1	87.9	8	2	1	1	44.9	8	2	1	1	80.4
8	2	1	1	82.8	8	2	1	1	81.4	8	2	1	1	45.7
8	2	1	1	98.8	8	2	1	1	84.5	8	2	1	1	105.9
8	2	1	1	100.7	8	2	1	1	85.8	8	2	1	1	77.5
8	2	1	1	93	8	2	1	1	87.9	8	2	1	1	96.5
8	2	1	1	100.4	8	2	1	1	142.7	8	2	1	1	96
8	2	1	1	67.2	8	2	1	1	77.5	8	2	1	1	98.2
8	2	1	1	93.3	8	2	1	1	85.1	8	2	1	1	84.1
8	2	1	1	71.7	8	2	1	1	97.1	8	2	1	1	103
8	2	1	1	98.4	8	2	1	1	102.5	8	2	1	1	95
8	2	1	1	95.1	8	2	1	1	103.2	8	2	1	1	79.4
8	2	1	1	93.2	8	2	1	1	89.8	8	2	1	1	94.9
8	2	1	1	104.6	8	2	1	1	96.1	8	2	1	1	91.7
8	2	1	1	81.6	8	2	1	1	62	8	2	1	1	77.2
8	2	1	1	107.7	8	2	1	1	111.9	8	2	1	1	100.7
8	2	1	1	123.5	8	2	1	1	83.1	8	2	1	1	22.9
8	2	1	1	98.7	8	2	1	1	89.6	8	2	1	1	49.3
8	2	1	1	41.4	8	2	1	1	79.6	8	2	1	2	100.3
8	2	1	1	104.3	8	2	1	1	92	8	2	1	2	55.5
8	2	1	1	92.8	8	2	1	1	79.6	8	2	1	2	93.2
8	2	1	1	100.1	8	2	1	1	86.3	8	2	1	2	80.2
8	2	1	1	97.1	8	2	1	1	108	8	2	1	2	107.4
8	2	1	1	57.6	8	2	1	1	99.1	8	2	1	2	82.9
8	2	1	1	83.5	8	2	1	1	81.2	8	2	1	2	78.4
8	2	1	1	93.3	8	2	1	1	76.6	8	2	1	2	92.8
8	2	1	1	94.4	8	2	1	1	70.7	8	2	1	2	76.1

Site	Lane marking	Wet	Light	Speed	Site	Lane marking	Wet	Light	Speed	Site	Lane marking	Wet	Light	Speed
8	2	1	1	101.6	8	2	1	1	98.1	8	2	1	2	98.1
8	2	1	1	100.4	8	2	1	1	100.4	8	2	1	2	106.2
8	2	1	1	94.7	8	2	1	1	71.2	8	2	1	2	103.3
8	2	1	1	85.8	8	2	1	1	86.1	8	2	1	2	82.3
8	2	1	1	69.9	8	2	1	1	77	8	2	1	2	92.3
8	2	1	1	89.2	8	2	1	1	83.6	8	2	1	2	99.9
8	2	1	1	110.7	8	2	1	1	105	8	2	1	2	77.5
8	2	1	1	59.6	8	2	1	1	94.9	8	2	1	2	116.2
8	2	1	1	105.8	8	2	1	1	113.5	8	2	1	2	93.6
8	2	1	1	111.9	8	2	1	1	73.6	8	2	1	2	83.9
8	2	1	1	111.7	8	2	1	1	41.8	8	2	1	2	101.2
8	2	1	1	97.3	8	2	1	1	84.2	8	2	1	2	87.1
8	2	1	1	86.8	8	2	1	1	96.7	8	2	1	2	85.7
8	2	1	1	106.5	8	2	1	1	92.4	8	2	1	2	74.1
8	2	1	1	93.9	8	2	1	1	108.5	8	2	1	2	74
8	2	1	1	102.5	8	2	1	1	81.8	8	2	1	2	31.3
8	2	1	1	24.2	8	2	1	1	83.1	8	2	1	2	87.5
8	2	1	1	70.2	8	2	1	1	104	8	2	1	2	88
8	2	1	1	80.4	8	2	1	1	87.1	8	2	1	2	81.1
8	2	1	1	88.2	8	2	1	1	91.5	8	2	1	2	83.7
8	2	1	1	87.1	8	2	1	1	97.1	8	2	1	2	83.6
8	2	1	1	109.3	8	2	1	1	104.1	8	2	1	2	79.4
8	2	1	1	83.7	8	2	1	1	94.8	8	2	1	2	78.3
8	2	1	1	85.2	8	2	1	1	86	8	2	1	2	107.4
8	2	1	1	96.3	8	2	1	1	81.3	8	2	1	2	98.6
8	2	1	1	111.7	8	2	1	1	71.2	8	2	1	2	86.6
8	2	1	1	73	8	2	1	1	93.3	8	2	1	2	98.2
8	2	1	1	86.3	8	2	1	1	96.3	8	2	1	2	99.4
8	2	1	1	98	8	2	1	1	79.8	8	2	1	2	107.2
8	2	1	1	94.9	8	2	1	1	89.9	8	2	1	2	91.9
8	2	1	1	94.6	8	2	1	1	97.9	8	2	1	2	107.3
8	2	1	1	88	8	2	1	1	93.9	8	2	1	2	90.1
8	2	1	1	83.4	8	2	1	1	91.8	8	2	1	2	86.2
8	2	1	1	100.2	8	2	1	1	101.5	8	2	1	2	94.9
8	2	1	1	85.4	8	2	1	1	102.6	8	2	1	2	100.7
8	2	1	1	95.9	8	2	1	1	86.8	8	2	1	2	88.7
8	2	1	1	85.3	8	2	1	1	91.7	8	2	1	2	106.9
8	2	1	1	85.2	8	2	1	1	84	8	2	1	2	76.7
8	2	1	1	81.3	8	2	1	1	98	8	2	1	2	91.3
8	2	1	1	108.7	8	2	1	1	91.8	8	2	1	2	101.2
8	2	1	1	58.4	8	2	1	1	56.4	8	2	1	2	103.3
8	2	1	1	89.9	8	2	1	1	110.7	8	2	1	2	86.6
8	2	1	1	68.3	8	2	1	1	31.9	8	2	1	2	74.5
8	2	1	1	87.2	8	2	1	1	103.4	8	2	1	2	91.1
8	2	1	1	83.9	8	2	1	1	43.6	8	2	1	2	89.7
8	2	1	1	84.1	8	2	1	1	17.8	8	2	1	2	94.1
8	2	1	1	103.2	8	2	1	1	81.4	8	2	1	2	55.5
8	2	1	1	83.4	8	2	1	1	89.2	8	2	1	2	98.2
8	2	1	1	57.6	8	2	1	1	90.4	8	2	1	2	83.8
8	2	1	1	59.9	8	2	1	1	92.2	8	2	1	2	95.6
8	2	1	1	101.8	8	2	1	1	63.9	8	2	1	2	100
8	2	1	1	97	8	2	1	1	101.2	8	2	1	2	91.3
8	2	1	1	95.8	8	2	1	1	94.3	8	2	1	2	96.8
8	2	1	1	95.4	8	2	1	1	98.6	8	2	1	2	46.7
8	2	1	1	98	8	2	1	1	88.7	8	2	1	2	85.8
8	2	1	1	122.6	8	2	1	1	80.8	8	2	1	2	90.5
8	2	1	1	106.4	8	2	1	1	98	8	2	1	2	79.6
8	2	1	1	67.8	8	2	1	1	93.1	8	2	1	2	85.7
8	2	1	1	92.8	8	2	1	1	85.9	8	2	1	2	91.4
8	2	1	1	98.1	8	2	1	1	94.9	8	2	1	2	79.7
8	2	1	1	60.4	8	2	1	1	99.4	8	2	1	2	102.4
8	2	1	1	79.6	8	2	1	1	19.3	8	2	1	2	74.1
8	2	1	1	93.9	8	2	1	1	113.5	8	2	1	2	71.5
8	2	1	1	85.5	8	2	1	1	86.7	8	2	1	2	78.4
8	2	1	1	92.5	8	2	1	1	85.2	8	2	1	2	117.7
8	2	1	1	99.2	8	2	1	1	91.6	8	2	1	2	81
8	2	1	1	94.1	8	2	1	1	88.4	8	2	1	2	85
8	2	1	1	61.3	8	2	1	1	71.8	8	2	1	2	86.9
8	2	1	1	95.1	8	2	1	1	84.4	8	2	1	2	93.7
8	2	1	1	81.9	8	2	1	1	93.4	8	2	1	2	92.8
8	2	1	1	78	8	2	1	1	103.3	8	2	1	2	83.9
8	2	1	1	103.9	8	2	1	1	71.2	8	2	1	2	82.9
8	2	1	1	80.6	8	2	1	1	94.5	8	2	1	2	106.4
8	2	1	1	83.8	8	2	1	1	85.3	8	2	1	2	88.7
8	2	1	1	84.2	8	2	1	1	92.2	8	2	1	2	90.3

Site	Lane marking	Wet	Light	Speed	Site	Lane marking	Wet	Light	Speed	Site	Lane marking	Wet	Light	Speed
8	2	1	1	92.8	8	2	1	1	93.9	8	2	1	2	94.9
8	2	1	1	91.9	8	2	1	1	67.4	8	2	1	2	86.9
8	2	1	1	75.1	8	2	1	1	78.2	8	2	1	2	90.7
8	2	1	1	71.1	8	2	1	1	88.4	8	2	1	2	99.2
8	2	1	1	90.9	8	2	1	1	93.6	8	2	1	2	85.4
8	2	1	1	86	8	2	1	1	105.3	8	2	1	2	95.4
8	2	1	1	94.3	8	2	1	1	92.8	8	2	2	1	83.2
8	2	1	1	83.8	8	2	1	1	80.8	8	2	2	1	85
8	2	1	1	102.1	8	2	1	1	98	8	2	2	1	98.7
8	2	1	1	89.6	8	2	1	1	39.8	8	2	2	1	77.5
8	2	1	1	86.6	8	2	1	1	97.1	8	2	2	1	87.1
8	2	1	1	91.6	8	2	1	1	100.7	8	2	2	1	85.8
8	2	1	1	106	8	2	1	1	81.5	8	2	2	1	99.6
8	2	1	1	94.6	8	2	1	1	86.6	8	2	2	1	71.5
8	2	1	1	95	8	2	1	1	93.7	8	2	2	1	84.1
8	2	1	1	75.1	8	2	1	1	97.1	8	2	2	1	108
8	2	1	1	90.6	8	2	1	1	75	8	2	2	1	99.6
8	2	1	1	91.6	8	2	1	1	72.8	8	2	2	1	108.2
8	2	1	1	74.5	8	2	1	1	91	8	2	2	1	99
8	2	1	1	84.1	8	2	1	1	86.1	8	2	2	1	105.6
8	2	1	1	80.8	8	2	1	1	97.8	8	2	2	1	86.5
8	2	1	1	93.1	8	2	1	1	91.1	8	2	2	1	28.3
8	2	1	1	103.2	8	2	1	1	88.8	8	2	2	1	99.5
8	2	1	1	83	8	2	1	1	130	8	2	2	1	102
8	2	1	1	91.3	8	2	1	1	105.3	8	2	2	1	90.8
8	2	1	1	92.4	8	2	1	1	100.6	8	2	2	1	97.7
8	2	1	1	69.7	8	2	1	1	94.8	8	2	2	1	73.2
8	2	1	1	94.2	8	2	1	1	106	8	2	2	1	83.9
8	2	1	1	95.2	8	2	1	1	83.6	8	2	2	1	96.2
8	2	1	1	105.6	8	2	1	1	91.4	8	2	2	1	89.6
8	2	1	1	87.9	8	2	1	1	83.7	8	2	2	1	89.1
8	2	1	1	96.5	8	2	1	1	93.4	8	2	2	1	60.3
8	2	1	1	74.1	8	2	1	1	103.3	8	2	2	1	107.2
8	2	1	1	129.4	8	2	1	1	87.9	8	2	2	1	96.7
8	2	1	1	102	8	2	1	1	88.4	8	2	2	1	103
8	2	1	1	96.5	8	2	1	1	92.7	8	2	2	1	87.2
8	2	1	1	79.4	8	2	1	1	83.1	8	2	2	1	79.6
8	2	1	1	98.3	8	2	1	1	95.8	8	2	2	1	86.9
8	2	1	1	102.5	8	2	1	1	81.4	8	2	2	1	88.4
8	2	1	1	93.2	8	2	1	1	92.2	8	2	2	1	85.9
8	2	1	1	97.2	8	2	1	1	94.4	8	2	2	1	89.6
8	2	1	1	94	8	2	1	1	95.5	8	2	2	1	98.8
8	2	1	1	91.3	8	2	1	1	104.6	8	2	2	1	97.7
8	2	1	1	112	8	2	1	1	54.3	8	2	2	1	75.4
8	2	1	1	91.6	8	2	1	1	91.5	8	2	2	1	82.7
8	2	1	1	89	8	2	1	1	35.9	8	2	2	1	85.5
8	2	1	1	81.8	8	2	1	1	105.1	8	2	2	1	79
8	2	1	1	95.5	8	2	1	1	28.1	8	2	2	1	81.6
8	2	1	1	76.2	8	2	1	1	76.1	8	2	2	1	95.5
8	2	1	1	101.9	8	2	1	1	84	8	2	2	1	95.3
8	2	1	1	86	8	2	1	1	97.5	8	2	2	1	79
8	2	1	1	93.6	8	2	1	1	111.8	8	2	2	1	96.5
8	2	1	1	94.8	8	2	1	1	97.1	8	2	2	1	88.1
8	2	1	1	33.4	8	2	1	1	89	8	2	2	1	99.5
8	2	1	1	103.3	8	2	1	1	113.2	8	2	2	1	52.2
8	2	1	1	93.5	8	2	1	1	92.7	8	2	2	1	104
8	2	1	1	98.6	8	2	1	1	90.5	8	2	2	1	95.6
8	2	1	1	21.3	8	2	1	1	78.5	8	2	2	1	113.6
8	2	1	1	94.9	8	2	1	1	71.7	8	2	2	1	72.9
8	2	1	1	108.7	8	2	1	1	98	8	2	2	1	67.5
8	2	1	1	92.8	8	2	1	1	90.3	8	2	2	1	96.1
8	2	1	1	82.4	8	2	1	1	80.4	8	2	2	1	80.9
8	2	1	1	100.5	8	2	1	1	97.9	8	2	2	1	85.9
8	2	1	1	94.9	8	2	1	1	84.8	8	2	2	1	105.8
8	2	1	1	77	8	2	1	1	99.9	8	2	2	1	100.7
8	2	1	1	96.5	8	2	1	1	82.6	8	2	2	1	67.5
8	2	1	1	103.7	8	2	1	1	95.7	8	2	2	1	86.7
8	2	1	1	73.2	8	2	1	1	92.2	8	2	2	1	95.3
8	2	1	1	92.9	8	2	1	1	83	8	2	2	1	94.9
8	2	1	1	91.1	8	2	1	1	81.5	8	2	2	1	91.8
8	2	1	1	114.4	8	2	1	1	101.9	8	2	2	1	101
8	2	1	1	90.3	8	2	1	1	84.6	8	2	2	1	90.2
8	2	1	1	93.3	8	2	1	1	85.8	8	2	2	1	106.7
8	2	1	1	119.6	8	2	1	1	78	8	2	2	1	86.6
8	2	1	1	86.3	8	2	1	1	86	8	2	2	1	69.4

Site	Lane marking	Wet	Light	Speed	Site	Lane marking	Wet	Light	Speed	Site	Lane marking	Wet	Light	Speed
8	2	1	1	111.5	8	2	1	1	86	8	2	2	1	93.9
8	2	1	1	89.5	8	2	1	1	81.8	8	2	2	1	99.6
8	2	1	1	54	8	2	1	1	90.5	8	2	2	1	104.2
8	2	1	1	97.5	8	2	1	1	90.4	8	2	2	1	93.5
8	2	1	1	73.1	8	2	1	1	89.8	8	2	2	1	88.4
8	2	1	1	102.8	8	2	1	1	83.3	8	2	2	1	103.1
8	2	1	1	88.3	8	2	1	1	95	8	2	2	1	79
8	2	1	1	105.6	8	2	1	1	126	8	2	2	1	98.1
8	2	1	1	97.9	8	2	1	1	105	8	2	2	1	76.8
8	2	1	1	95.3	8	2	1	1	37.9	8	2	2	1	102.9
8	2	1	1	105	8	2	1	1	88.7	8	2	2	1	82.1
8	2	1	1	97.4	8	2	1	1	76.6	8	2	2	1	96.3
8	2	1	1	117.6	8	2	1	1	100.5	8	2	2	1	108.2
8	2	1	1	89.6	8	2	1	1	82.8	8	2	2	1	85.4
8	2	1	1	46.5	8	2	1	1	103	8	2	2	1	98.5
8	2	1	1	84.9	8	2	1	1	94.7	8	2	2	1	85.4
8	2	1	1	94.8	8	2	1	1	106.5	8	2	2	1	82.6
8	2	1	1	91	8	2	1	1	103.3	8	2	2	1	96.6
8	2	1	1	99.3	8	2	1	1	85.5	8	2	2	1	92.1
8	2	1	1	78.4	8	2	1	1	114.6	8	2	2	1	67.9
8	2	1	1	94.2	8	2	1	1	80.2	8	2	2	1	89.8
8	2	1	1	104.2	8	2	1	1	98.6	8	2	2	2	100.2
8	2	1	1	95.3	8	2	1	1	97.5	8	2	2	2	73.5
8	2	1	1	85.5	8	2	1	1	94	8	2	2	2	101.6
8	2	1	1	77.8	8	2	1	1	93.2	8	2	2	2	63.6
8	2	1	1	34.9	8	2	1	1	75.9	8	2	2	2	117.2
8	2	1	1	108	8	2	1	1	85.8	8	2	2	2	107.9
8	2	1	1	113.1	8	2	1	1	74.9	8	2	2	2	73.5
8	2	1	1	74	8	2	1	1	88.9	8	2	2	2	98.9
8	2	1	1	98.9	8	2	1	1	91.6	8	2	2	2	105.6
8	2	1	1	108.6	8	2	1	1	84.1	8	2	2	2	99
8	2	1	1	80.6	8	2	1	1	104.3	8	2	2	2	109.4
8	2	1	1	110.3	8	2	1	1	101.1	8	2	2	2	90
8	2	1	1	78.4	8	2	1	1	108.5	8	2	2	2	118.4
8	2	1	1	96.3	8	2	1	1	103.9	8	2	2	2	105.8
8	2	1	1	102.5	8	2	1	1	99.7	8	2	2	2	117.2
8	2	1	1	85.8	8	2	1	1	94.1	8	2	2	2	79.4
8	2	1	1	99.2	8	2	1	1	140.9	8	2	2	2	68.9
8	2	1	1	92	8	2	1	1	88.3	8	2	2	2	81.6
8	2	1	1	98.5	8	2	1	1	85.8	8	2	2	2	118.4
8	2	1	1	86.5	8	2	1	1	98	8	2	2	2	100.8
8	2	1	1	114.6	8	2	1	1	98.9					

Site	Lane marking	Wet	Light	Speed	Site	Lane marking	Wet	Light	Speed	Site	Lane marking	Wet	Light	Speed
9	2	1	1	89.1	9	2	1	1	81.8	9	2	1	1	88.2
9	2	1	1	76.2	9	2	1	1	83.9	9	2	1	1	26.3
9	2	1	1	74	9	2	1	1	83.3	9	2	1	1	81.3
9	2	1	1	87.5	9	2	1	1	77.8	9	2	1	1	76.1
9	2	1	1	77.3	9	2	1	1	80.3	9	2	1	1	73.3
9	2	1	1	126.5	9	2	1	1	83.6	9	2	1	1	93.6
9	2	1	1	129	9	2	1	1	97.8	9	2	1	1	81.3
9	2	1	1	76.8	9	2	1	1	98.5	9	2	1	1	69.8
9	2	1	1	85.5	9	2	1	1	104.3	9	2	1	1	97.3
9	2	1	1	83.8	9	2	1	1	79	9	2	1	1	69.4
9	2	1	1	77.4	9	2	1	1	101.4	9	2	1	1	25.1
9	2	1	1	127.8	9	2	1	1	64.6	9	2	1	1	100
9	2	1	1	63.4	9	2	1	1	80.9	9	2	1	1	127.8
9	2	1	1	104.3	9	2	1	1	73.7	9	2	1	1	94.2
9	2	1	1	70.8	9	2	1	1	79.3	9	2	1	1	109.2
9	2	1	1	78.3	9	2	1	1	71.4	9	2	1	1	75.3
9	2	1	1	64.4	9	2	1	1	111.4	9	2	1	1	67.6
9	2	1	1	39.2	9	2	1	1	67.2	9	2	1	1	52.6
9	2	1	1	84.6	9	2	1	1	73.6	9	2	1	1	73.7
9	2	1	1	62.7	9	2	1	1	101.2	9	2	1	1	68
9	2	1	1	99.4	9	2	1	1	87	9	2	1	1	101.4
9	2	1	1	111.6	9	2	1	1	75.3	9	2	1	1	67.8
9	2	1	1	85.1	9	2	1	1	74.8	9	2	1	1	95.6
9	2	1	1	87	9	2	1	1	53.6	9	2	1	1	100.9
9	2	1	1	100.7	9	2	1	1	69.6	9	2	1	1	75.5
9	2	1	1	62.3	9	2	1	1	72.7	9	2	1	1	104.2
9	2	1	1	79.3	9	2	1	1	65.6	9	2	1	1	73.4
9	2	1	1	78.3	9	2	1	1	97.8	9	2	1	1	75.9
9	2	1	1	104	9	2	1	1	73.9	9	2	1	1	87.6
9	2	1	1	80	9	2	1	1	102.2	9	2	1	1	88.2
9	2	1	1	70.4	9	2	1	1	77.3	9	2	1	1	95.5
9	2	1	1	70.6	9	2	1	1	73.3	9	2	1	1	77.3
9	2	1	1	72	9	2	1	1	80.4	9	2	1	1	66.6
9	2	1	1	145.5	9	2	1	1	85.1	9	2	1	1	72.4
9	2	1	1	83.8	9	2	1	1	68.5	9	2	1	1	99
9	2	1	1	101	9	2	1	1	97.7	9	2	1	1	93.2
9	2	1	1	60.5	9	2	1	1	85.7	9	2	1	1	95.4
9	2	1	1	74.5	9	2	1	1	93.1	9	2	1	1	115.6
9	2	1	1	54.2	9	2	1	1	64.9	9	2	1	1	67.8
9	2	1	1	83.3	9	2	1	1	63.1	9	2	1	1	74.3
9	2	1	1	83	9	2	1	1	87.5	9	2	1	1	111
9	2	1	1	71.8	9	2	1	1	71.2	9	2	1	1	73.8
9	2	1	1	108.6	9	2	1	1	84.1	9	2	1	1	78.4
9	2	1	1	82.8	9	2	1	1	85.1	9	2	1	1	90.1
9	2	1	1	78.9	9	2	1	1	74.8	9	2	1	1	50.5
9	2	1	1	92.2	9	2	1	1	129	9	2	1	1	96.5
9	2	1	1	88	9	2	1	1	84.8	9	2	1	1	112.8
9	2	1	1	90.7	9	2	1	1	78.9	9	2	1	1	85.7
9	2	1	1	77.9	9	2	1	1	71	9	2	1	1	97.7
9	2	1	1	88.6	9	2	1	1	70.4	9	2	1	1	104.2
9	2	1	1	88.7	9	2	1	1	100.4	9	2	1	1	98.3
9	2	1	1	88.7	9	2	1	1	67.5	9	2	1	1	125.9
9	2	1	1	83	9	2	1	1	46.6	9	2	1	1	70.6
9	2	1	1	76.1	9	2	1	1	74.4	9	2	1	1	83.4
9	2	1	1	82.5	9	2	1	1	86.7	9	2	1	1	23.5
9	2	1	1	68.6	9	2	1	1	94.9	9	2	1	1	79
9	2	1	1	75.8	9	2	1	1	90	9	2	1	1	80.7
9	2	1	1	85.9	9	2	1	1	79.7	9	2	1	1	106
9	2	1	1	63.1	9	2	1	1	74.4	9	2	1	1	61
9	2	1	1	79.4	9	2	1	1	76.1	9	2	1	1	81.9
9	2	1	1	69.6	9	2	1	1	81.2	9	2	1	1	62
9	2	1	1	85.3	9	2	1	1	93.8	9	2	1	1	63.8
9	2	1	1	92.9	9	2	1	1	73.5	9	2	1	1	121.2
9	2	1	1	101.6	9	2	1	1	84.6	9	2	1	1	92.9
9	2	1	1	83.5	9	2	1	1	76.8	9	2	1	1	76.6
9	2	1	1	79.8	9	2	1	1	68.9	9	2	1	1	129.1
9	2	1	1	76.1	9	2	1	1	103.4	9	2	1	2	78.2
9	2	1	1	93.4	9	2	1	1	77.1	9	2	1	2	61.6
9	2	1	1	90.2	9	2	1	1	33.7	9	2	1	2	66
9	2	1	1	72.2	9	2	1	1	81.7	9	2	1	2	91.7
9	2	1	1	68.1	9	2	1	1	113.9	9	2	1	2	79.2
9	2	1	1	104.6	9	2	1	1	80.8	9	2	1	2	108.2
9	2	1	1	88.2	9	2	1	1	43	9	2	1	2	71.3
9	2	1	1	102	9	2	1	1	69.8	9	2	1	2	92
9	2	1	1	86.6	9	2	1	1	102	9	2	1	2	99.5

Site	Lane marking	Wet	Light	Speed	Site	Lane marking	Wet	Light	Speed	Site	Lane marking	Wet	Light	Speed
9	2	1	1	115.4	9	2	1	1	79.6	9	2	1	2	76
9	2	1	1	73.7	9	2	1	1	100.3	9	2	1	2	79.5
9	2	1	1	73.8	9	2	1	1	129	9	2	1	2	60.3
9	2	1	1	92.3	9	2	1	1	74.5	9	2	1	2	91.4
9	2	1	1	91.1	9	2	1	1	100.5	9	2	1	2	38.7
9	2	1	1	69	9	2	1	1	103.3	9	2	1	2	62.9
9	2	1	1	135	9	2	1	1	111.2	9	2	1	2	55.3
9	2	1	1	55.3	9	2	1	1	79.8	9	2	1	2	56.8
9	2	1	1	76.1	9	2	1	1	84.3	9	2	1	2	97.3
9	2	1	1	82.6	9	2	1	1	73.9	9	2	1	2	61.2
9	2	1	1	100.5	9	2	1	1	95.2	9	2	1	2	79.2
9	2	1	1	44.5	9	2	1	1	102.2	9	2	1	2	106.9
9	2	1	1	89.3	9	2	1	1	66.3	9	2	1	2	63.3
9	2	1	1	72.1	9	2	1	1	103.6	9	2	1	2	129.4
9	2	1	1	70.3	9	2	1	1	100.7	9	2	1	2	119.8
9	2	1	1	84.8	9	2	1	1	82.3	9	2	1	2	88.8
9	2	1	1	64.5	9	2	1	1	81.6	9	2	1	2	106.2
9	2	1	1	81.4	9	2	1	1	79.8	9	2	1	2	79.3
9	2	1	1	65.5	9	2	1	1	73.2	9	2	1	2	65.9
9	2	1	1	73.3	9	2	1	1	84.3	9	2	1	2	98
9	2	1	1	77.1	9	2	1	1	68.4	9	2	1	2	67.4
9	2	1	1	79	9	2	1	1	73.7	9	2	1	2	58.6
9	2	1	1	81.4	9	2	1	1	94.8	9	2	1	2	59.4
9	2	1	1	56.5	9	2	1	1	75.2	9	2	1	2	77.5
9	2	1	1	60.8	9	2	1	1	17.4	9	2	1	2	93
9	2	1	1	80.5	9	2	1	1	82.5	9	2	1	2	68.9
9	2	1	1	76	9	2	1	1	73.7	9	2	1	2	100.9
9	2	1	1	88.2	9	2	1	1	71.3	9	2	1	2	79.8
9	2	1	1	89.4	9	2	1	1	86.3	9	2	1	2	65.8
9	2	1	1	71.7	9	2	1	1	83.1	9	2	1	2	87.9
9	2	1	1	79.7	9	2	1	1	86.3	9	2	1	2	53.7
9	2	1	1	60.7	9	2	1	1	77.9	9	2	1	2	83.2
9	2	1	1	79.1	9	2	1	1	71.9	9	2	1	2	68.4
9	2	1	1	88.2	9	2	1	1	78	9	2	1	2	98.2
9	2	1	1	76.1	9	2	1	1	78.9	9	2	1	2	83.9
9	2	1	1	94.3	9	2	1	1	74.2	9	2	1	2	76.9
9	2	1	1	76.5	9	2	1	1	64.3	9	2	1	2	98
9	2	1	1	97.5	9	2	1	1	88.1	9	2	1	2	71.6
9	2	1	1	73.5	9	2	1	1	107.6	9	2	1	2	76.4
9	2	1	1	77.6	9	2	1	1	70.9	9	2	1	2	64.4
9	2	1	1	90.1	9	2	1	1	77.6	9	2	1	2	74.1
9	2	1	1	106.6	9	2	1	1	63.5	9	2	1	2	79.2
9	2	1	1	101.3	9	2	1	1	117.1	9	2	1	2	81.2
9	2	1	1	128.2	9	2	1	1	70.9	9	2	1	2	82.2
9	2	1	1	108.6	9	2	1	1	110	9	2	1	2	80.2
9	2	1	1	88.1	9	2	1	1	93.6	9	2	1	2	53.6
9	2	1	1	24	9	2	1	1	95.2	9	2	1	2	68.7
9	2	1	1	59.9	9	2	1	1	76.2	9	2	1	2	80.2
9	2	1	1	63.9	9	2	1	1	100.5	9	2	1	2	79.9
9	2	1	1	72.5	9	2	1	1	126.3	9	2	1	2	58.5
9	2	1	1	84.8	9	2	1	1	75.1	9	2	1	2	95.4
9	2	1	1	75.4	9	2	1	1	66.7	9	2	1	2	77.5
9	2	1	1	87.5	9	2	1	1	64.3	9	2	1	2	79.1
9	2	1	1	94.3	9	2	1	1	70.1	9	2	1	2	88.5
9	2	1	1	60.1	9	2	1	1	76.9	9	2	1	2	82.3
9	2	1	1	90.7	9	2	1	1	72.9	9	2	1	2	92
9	2	1	1	78.8	9	2	1	1	74.1	9	2	1	2	118.6
9	2	1	1	90.6	9	2	1	1	124.9	9	2	1	2	77.5
9	2	1	1	67.3	9	2	1	1	77.1	9	2	1	2	76.6
9	2	1	1	91.1	9	2	1	1	67.1	9	2	1	2	64.1
9	2	1	1	54	9	2	1	1	104.4	9	2	1	2	73.6
9	2	1	1	72.2	9	2	1	1	84.3	9	2	1	2	44.7
9	2	1	1	47.9	9	2	1	1	97.5	9	2	1	2	103.9
9	2	1	1	95.4	9	2	1	1	77.8	9	2	1	2	81.2
9	2	1	1	77	9	2	1	1	76.9	9	2	1	2	104.8
9	2	1	1	60.5	9	2	1	1	72.1	9	2	1	2	138.1
9	2	1	1	76.1	9	2	1	1	61.1	9	2	1	2	86.5
9	2	1	1	103.4	9	2	1	1	111.8	9	2	1	2	82.3
9	2	1	1	103.5	9	2	1	1	95.8	9	2	1	2	35.2
9	2	1	1	90.9	9	2	1	1	77.1	9	2	1	2	63.1
9	2	1	1	91.2	9	2	1	1	71.4	9	2	1	2	60.1
9	2	1	1	76.9	9	2	1	1	88.1	9	2	1	2	41.6
9	2	1	1	102.2	9	2	1	1	80.8	9	2	1	2	63.9
9	2	1	1	70.4	9	2	1	1	111	9	2	1	2	62.9
9	2	1	1	78.9	9	2	1	1	82.8	9	2	1	2	74.9

Site	Lane marking	Wet	Light	Speed	Site	Lane marking	Wet	Light	Speed	Site	Lane marking	Wet	Light	Speed
9	2	1	1	90.5	9	2	1	1	81.4	9	2	1	2	72.3
9	2	1	1	75.3	9	2	1	1	80.2	9	2	1	2	67.4
9	2	1	1	81.8	9	2	1	1	71.7	9	2	1	2	75.2
9	2	1	1	66.8	9	2	1	1	109.6	9	2	1	2	66
9	2	1	1	22.5	9	2	1	1	89.2	9	2	1	2	80
9	2	1	1	94.7	9	2	1	1	65	9	2	1	2	76.5
9	2	1	1	97.3	9	2	1	1	77.6	9	2	2	1	84.3
9	2	1	1	76.3	9	2	1	1	88.2	9	2	2	1	135.8
9	2	1	1	80	9	2	1	1	83.3	9	2	2	1	114.1
9	2	1	1	103.5	9	2	1	1	75.6	9	2	2	1	106
9	2	1	1	67.9	9	2	1	1	70.8	9	2	2	1	68.5
9	2	1	1	71.3	9	2	1	1	75.3	9	2	2	1	107.6
9	2	1	1	79.7	9	2	1	1	83.9	9	2	2	1	66.2
9	2	1	1	83.1	9	2	1	1	100.2	9	2	2	1	63.2
9	2	1	1	76.1	9	2	1	1	76.2	9	2	2	1	73.5
9	2	1	1	97.8	9	2	1	1	86.5	9	2	2	1	42.5
9	2	1	1	69.8	9	2	1	1	78.8	9	2	2	1	41.9
9	2	1	1	105.7	9	2	1	1	67.3	9	2	2	1	73
9	2	1	1	70	9	2	1	1	104.6	9	2	2	1	72.1
9	2	1	1	77	9	2	1	1	82.1	9	2	2	1	91.3
9	2	1	1	63.2	9	2	1	1	81.8	9	2	2	1	75.6
9	2	1	1	76.9	9	2	1	1	104.2	9	2	2	1	65.7
9	2	1	1	121.1	9	2	1	1	81.1	9	2	2	1	61.2
9	2	1	1	99.4	9	2	1	1	69.4	9	2	2	1	79
9	2	1	1	67.7	9	2	1	1	72	9	2	2	1	109.7
9	2	1	1	73.2	9	2	1	1	78	9	2	2	1	83.8
9	2	1	1	67.7	9	2	1	1	86.3	9	2	2	1	69.2
9	2	1	1	77.9	9	2	1	1	80.1	9	2	2	1	102.3
9	2	1	1	90.5	9	2	1	1	82.8	9	2	2	1	84.9
9	2	1	1	88	9	2	1	1	69.6	9	2	2	1	86.8
9	2	1	1	118.8	9	2	1	1	67.3	9	2	2	1	66.2
9	2	1	1	77.8	9	2	1	1	103.6	9	2	2	1	94.5
9	2	1	1	92.6	9	2	1	1	75.7	9	2	2	1	94
9	2	1	1	89.1	9	2	1	1	72	9	2	2	1	90.8
9	2	1	1	86.6	9	2	1	1	124.9	9	2	2	1	82.1
9	2	1	1	66.6	9	2	1	1	66.9	9	2	2	1	79.6
9	2	1	1	107	9	2	1	1	80.5	9	2	2	1	68.2
9	2	1	1	71.2	9	2	1	1	77.8	9	2	2	1	100.7
9	2	1	1	74.8	9	2	1	1	81.6	9	2	2	1	94
9	2	1	1	116.5	9	2	1	1	115.6	9	2	2	1	78.2
9	2	1	1	44.5	9	2	1	1	88.3	9	2	2	1	71
9	2	1	1	103.8	9	2	1	1	88.3	9	2	2	1	64.8
9	2	1	1	83.5	9	2	1	1	98.4	9	2	2	1	63.9
9	2	1	1	82.6	9	2	1	1	84.8	9	2	2	1	81.6
9	2	1	1	80.8	9	2	1	1	67.3	9	2	2	1	100.6
9	2	1	1	85.7	9	2	1	1	38	9	2	2	1	80.3
9	2	1	1	94.3	9	2	1	1	87.7	9	2	2	1	105.2
9	2	1	1	97.4	9	2	1	1	77.5	9	2	2	1	90.2
9	2	1	1	97	9	2	1	1	92.2	9	2	2	1	83.5
9	2	1	1	77.9	9	2	1	1	70.7	9	2	2	1	72.1
9	2	1	1	83	9	2	1	1	78.9	9	2	2	1	73.6
9	2	1	1	89.5	9	2	1	1	105.2	9	2	2	1	108.1
9	2	1	1	60.2	9	2	1	1	79.7	9	2	2	1	93.7
9	2	1	1	70.9	9	2	1	1	115.8	9	2	2	1	127.1
9	2	1	1	68.8	9	2	1	1	64.8	9	2	2	1	58.9
9	2	1	1	48.6	9	2	1	1	106.3	9	2	2	1	68.6
9	2	1	1	115.8	9	2	1	1	49.9	9	2	2	1	80.4
9	2	1	1	89.1	9	2	1	1	81.1	9	2	2	1	72.4
9	2	1	1	76.1	9	2	1	1	68.3	9	2	2	1	93.6
9	2	1	1	64.7	9	2	1	1	79	9	2	2	1	55
9	2	1	1	85.3	9	2	1	1	67.7	9	2	2	1	103.8
9	2	1	1	121	9	2	1	1	108.2	9	2	2	1	76
9	2	1	1	79.1	9	2	1	1	112.8	9	2	2	1	50
9	2	1	1	100.3	9	2	1	1	83.5	9	2	2	1	91.5
9	2	1	1	82.3	9	2	1	1	65.1	9	2	2	1	67.1
9	2	1	1	106.4	9	2	1	1	109.4	9	2	2	1	75.7
9	2	1	1	115.4	9	2	1	1	76.9	9	2	2	1	77.6
9	2	1	1	102.6	9	2	1	1	68.3	9	2	2	1	71.6
9	2	1	1	23.7	9	2	1	1	86.6	9	2	2	1	80.2
9	2	1	1	71	9	2	1	1	88.7	9	2	2	1	68.5
9	2	1	1	76.1	9	2	1	1	97.7	9	2	2	1	88.8
9	2	1	1	134.2	9	2	1	1	82.2	9	2	2	1	78.2
9	2	1	1	72	9	2	1	1	82.4	9	2	2	1	72
9	2	1	1	61.9	9	2	1	1	67.8	9	2	2	1	135.8
9	2	1	1	113.2	9	2	1	1	69.2	9	2	2	1	58.9

Site	Lane marking	Wet	Light	Speed	Site	Lane marking	Wet	Light	Speed	Site	Lane marking	Wet	Light	Speed
9	2	1	1	76.4	9	2	1	1	74	9	2	2	1	79.1
9	2	1	1	99.5	9	2	1	1	80.4	9	2	2	1	82.1
9	2	1	1	93.5	9	2	1	1	113.1	9	2	2	1	68.7
9	2	1	1	106.9	9	2	1	1	123.8	9	2	2	1	127.1
9	2	1	1	87.8	9	2	1	1	105.1	9	2	2	1	93.6
9	2	1	1	56.6	9	2	1	1	57.2	9	2	2	1	54.6
9	2	1	1	71	9	2	1	1	70.8	9	2	2	1	75.7
9	2	1	1	65.6	9	2	1	1	61.8	9	2	2	1	73.4
9	2	1	1	104.3	9	2	1	1	103.3	9	2	2	1	30.9
9	2	1	1	83.6	9	2	1	1	76.5	9	2	2	1	70.7
9	2	1	1	105.6	9	2	1	1	57.6	9	2	2	1	91.5
9	2	1	1	73.9	9	2	1	1	67.8	9	2	2	1	84.9
9	2	1	1	120.4	9	2	1	1	33.1	9	2	2	1	81.3
9	2	1	1	130.4	9	2	1	1	100.2	9	2	2	1	77.3
9	2	1	1	96	9	2	1	1	75.6	9	2	2	1	82.8
9	2	1	1	89.9	9	2	1	1	38	9	2	2	1	88.6
9	2	1	1	70.1	9	2	1	1	88.3	9	2	2	1	58.1
9	2	1	1	75.5	9	2	1	1	68	9	2	2	1	68.7
9	2	1	1	80.2	9	2	1	1	84.8	9	2	2	1	88.4
9	2	1	1	74.7	9	2	1	1	67	9	2	2	1	74.6
9	2	1	1	25.8	9	2	1	1	135.3	9	2	2	1	79.9
9	2	1	1	126.5	9	2	1	1	139.2	9	2	2	2	78.5
9	2	1	1	85.1	9	2	1	1	101.4	9	2	2	2	84.1
9	2	1	1	28.4	9	2	1	1	75.1	9	2	2	2	91
9	2	1	1	80.6	9	2	1	1	78.3	9	2	2	2	93.5
9	2	1	1	90.9	9	2	1	1	100.8	9	2	2	2	77.1
9	2	1	1	70.9	9	2	1	1	64.8	9	2	2	2	80.3
9	2	1	1	103.5	9	2	1	1	69.8	9	2	2	2	75.2
9	2	1	1	95.2	9	2	1	1	116.2	9	2	2	2	97.6
9	2	1	1	65.4	9	2	1	1	133.9	9	2	2	2	86.8
9	2	1	1	90.8	9	2	1	1	75.3	9	2	2	2	84.1
9	2	1	1	100.8	9	2	1	1	91.4	9	2	2	2	80.3
9	2	1	1	74.2	9	2	1	1	69.8	9	2	2	2	72.8
9	2	1	1	85.1	9	2	1	1	57.3	9	2	2	2	81.7
9	2	1	1	105.6	9	2	1	1	65.4	9	2	2	2	84.8
9	2	1	1	73.5	9	2	1	1	88.5	9	2	2	2	91
9	2	1	1	81.4	9	2	1	1	82	9	2	2	2	79.4
9	2	1	1	66.1	9	2	1	1	70.3	9	2	2	2	84.1
9	2	1	1	92.1	9	2	1	1	97.5	9	2	2	2	76.6
9	2	1	1	120.8	9	2	1	1	65.6	9	2	2	2	81.7
9	2	1	1	84.4	9	2	1	1	75.8	9	2	2	2	71.4
9	2	1	1	65.4	9	2	1	1	33.7					

Site	Lane marking	Wet	Light	Speed	Site	Lane marking	Wet	Light	Speed	Site	Lane marking	Wet	Light	Speed
10	3	1	1	79.1	10	3	1	1	108.5	10	3	1	1	92
10	3	1	1	62.6	10	3	1	1	95.5	10	3	1	1	86
10	3	1	1	75.3	10	3	1	1	89.5	10	3	1	1	63.9
10	3	1	1	90.5	10	3	1	1	103.9	10	3	1	1	75.8
10	3	1	1	89.5	10	3	1	1	49.8	10	3	1	1	53.2
10	3	1	1	88.1	10	3	1	1	34.7	10	3	1	1	105.6
10	3	1	1	14.9	10	3	1	1	69.6	10	3	1	1	105.2
10	3	1	1	78.8	10	3	1	1	71.8	10	3	1	1	91.4
10	3	1	1	82.3	10	3	1	1	99.3	10	3	1	1	84.6
10	3	1	1	79.5	10	3	1	1	77.8	10	3	1	1	72.1
10	3	1	1	42	10	3	1	1	49.8	10	3	1	1	82.2
10	3	1	1	36.3	10	3	1	1	94.7	10	3	1	1	91
10	3	1	1	40.9	10	3	1	1	107.5	10	3	1	1	87.3
10	3	1	1	81.8	10	3	1	1	76.2	10	3	1	1	76.9
10	3	1	1	86.7	10	3	1	1	51.5	10	3	1	1	68.5
10	3	1	1	47.3	10	3	1	1	61.2	10	3	1	1	77.4
10	3	1	1	73	10	3	1	1	71.7	10	3	1	1	89.7
10	3	1	1	75.2	10	3	1	1	99.3	10	3	1	1	82.2
10	3	1	1	91	10	3	1	1	69.5	10	3	1	1	105
10	3	1	1	91	10	3	1	1	80.1	10	3	1	1	90.9
10	3	1	1	112.4	10	3	1	1	93.2	10	3	1	1	75.9
10	3	1	1	94.1	10	3	1	1	20.3	10	3	1	1	33.2
10	3	1	1	89.5	10	3	1	1	76	10	3	1	1	63.3
10	3	1	1	67.8	10	3	1	1	83.4	10	3	1	1	75.4
10	3	1	1	63.2	10	3	1	1	69.4	10	3	1	1	82
10	3	1	1	87.4	10	3	1	1	94.2	10	3	1	1	49.6
10	3	1	1	77.4	10	3	1	1	105.6	10	3	1	1	61.1
10	3	1	1	108.5	10	3	1	1	36.3	10	3	1	1	58.8
10	3	1	1	82	10	3	1	1	69.2	10	3	1	1	87.2
10	3	1	1	72.1	10	3	1	1	20.9	10	3	1	1	53.7
10	3	1	1	71.3	10	3	1	1	12.2	10	3	1	1	44.3
10	3	1	1	97.7	10	3	1	1	67.1	10	3	1	1	86
10	3	1	1	88.7	10	3	1	1	115	10	3	1	1	53.2
10	3	1	1	47.8	10	3	1	1	75.8	10	3	1	1	84.2
10	3	1	1	71.8	10	3	1	1	77.4	10	3	1	1	81.4
10	3	1	1	63.6	10	3	1	1	74.1	10	3	1	1	76.9
10	3	1	1	82	10	3	1	1	91	10	3	1	1	99.4
10	3	1	1	80.2	10	3	1	1	83.4	10	3	1	1	86.5
10	3	1	1	52.1	10	3	1	1	89	10	3	1	1	81.2
10	3	1	1	41.6	10	3	1	1	43.6	10	3	1	1	83.6
10	3	1	1	99.4	10	3	1	1	83.6	10	3	1	1	52.9
10	3	1	1	57.4	10	3	1	1	80.7	10	3	1	1	82.7
10	3	1	1	100.6	10	3	1	1	47.4	10	3	1	1	73
10	3	1	1	75.2	10	3	1	1	20.8	10	3	1	1	70.6
10	3	1	1	98.6	10	3	1	1	68.5	10	3	1	1	81.7
10	3	1	1	54.2	10	3	1	1	84.3	10	3	1	1	77.8
10	3	1	1	89	10	3	1	1	107.6	10	3	1	1	49.6
10	3	1	1	82.2	10	3	1	1	91.9	10	3	1	1	71.6
10	3	1	1	85.7	10	3	1	1	112.4	10	3	1	1	22.6
10	3	1	1	85.1	10	3	1	1	54.2	10	3	1	1	14.9
10	3	1	1	79.5	10	3	1	1	63.8	10	3	1	1	87.4
10	3	1	1	47.8	10	3	1	1	88.7	10	3	1	1	91.7
10	3	1	1	81.1	10	3	1	1	36	10	3	1	1	68.7
10	3	1	1	89.1	10	3	1	1	80.7	10	3	1	1	112.7
10	3	1	1	90.2	10	3	1	1	81.1	10	3	1	1	71.3
10	3	1	1	83.4	10	3	1	1	90.8	10	3	1	1	55.9
10	3	1	1	86.2	10	3	1	1	93.2	10	3	1	1	94.1
10	3	1	1	91.1	10	3	1	1	90.2	10	3	1	1	33.6
10	3	1	1	63.2	10	3	1	1	73.6	10	3	1	1	78.8
10	3	1	1	70.3	10	3	1	1	95	10	3	1	1	63.7
10	3	1	1	42	10	3	1	1	61.2	10	3	1	1	64.4
10	3	1	1	67.1	10	3	1	1	80.6	10	3	1	1	53.8
10	3	1	1	92.9	10	3	1	1	63.9	10	3	1	1	116.6
10	3	1	1	87	10	3	1	1	101.8	10	3	1	1	89.5
10	3	1	1	47.4	10	3	1	1	93.9	10	3	1	1	75.1
10	3	1	1	91	10	3	1	1	101.8	10	3	1	1	36.7
10	3	1	1	77.4	10	3	1	1	90.7	10	3	1	2	65.2
10	3	1	1	76.2	10	3	1	1	133	10	3	1	2	96.3
10	3	1	1	92.8	10	3	1	1	79.1	10	3	1	2	92
10	3	1	1	89.3	10	3	1	1	97.7	10	3	1	2	63.6
10	3	1	1	68.5	10	3	1	1	90.9	10	3	1	2	77.1
10	3	1	1	67.4	10	3	1	1	65.5	10	3	1	2	61.7
10	3	1	1	49.9	10	3	1	1	65.4	10	3	1	2	73.4
10	3	1	1	94.1	10	3	1	1	87.3	10	3	1	2	111.4
10	3	1	1	75.2	10	3	1	1	83.5	10	3	1	2	54.9

Site	Lane marking	Wet	Light	Speed	Site	Lane marking	Wet	Light	Speed	Site	Lane marking	Wet	Light	Speed
10	3	1	1	80.7	10	3	1	1	70.2	10	3	1	2	83.3
10	3	1	1	87.4	10	3	1	1	72.3	10	3	1	2	76.6
10	3	1	1	77.4	10	3	1	1	80.9	10	3	1	2	115.9
10	3	1	1	84.4	10	3	1	1	99.4	10	3	1	2	92
10	3	1	1	78.1	10	3	1	1	73.2	10	3	1	2	116.6
10	3	1	1	73.3	10	3	1	1	75.2	10	3	1	2	97.2
10	3	1	1	88.7	10	3	1	1	90.4	10	3	1	2	77.1
10	3	1	1	98.6	10	3	1	1	84.9	10	3	1	2	77.1
10	3	1	1	14.9	10	3	1	1	81.2	10	3	1	2	83.9
10	3	1	1	14.9	10	3	1	1	61.2	10	3	1	2	54.9
10	3	1	1	63.7	10	3	1	1	92.9	10	3	1	2	65.3
10	3	1	1	68.5	10	3	1	1	77.3	10	3	1	2	59.8
10	3	1	1	90.9	10	3	1	1	56.7	10	3	1	2	83.9
10	3	1	1	107.8	10	3	1	1	69.4	10	3	1	2	83.3
10	3	1	1	54	10	3	1	1	65.5	10	3	1	2	83.3
10	3	1	1	82	10	3	1	1	80.6	10	3	1	2	83.3
10	3	1	1	89.2	10	3	1	1	39.9	10	3	1	2	97.2
10	3	1	1	20.6	10	3	1	1	83.2	10	3	1	2	59.1
10	3	1	1	71.8	10	3	1	1	75.5	10	3	1	2	92
10	3	1	1	83.3	10	3	1	1	66.6	10	3	1	2	92
10	3	1	1	96.7	10	3	1	1	96.4	10	3	1	2	112.7
10	3	1	1	49.6	10	3	1	1	60.7	10	3	1	2	60.8
10	3	1	1	81.1	10	3	1	1	68.5	10	3	1	2	76.6
10	3	1	1	122.4	10	3	1	1	33.2	10	3	1	2	79.3
10	3	1	1	43.1	10	3	1	1	87.3	10	3	1	2	96
10	3	1	1	77.8	10	3	1	1	73.2	10	3	1	2	96
10	3	1	1	91.9	10	3	1	1	78	10	3	1	2	91.3
10	3	1	1	22.6	10	3	1	1	53.1	10	3	1	2	91.3
10	3	1	1	101.9	10	3	1	1	35.6	10	3	1	2	49.1
10	3	1	1	73	10	3	1	1	35.6	10	3	1	2	74.1
10	3	1	1	99.3	10	3	1	1	27.7	10	3	1	2	59.8
10	3	1	1	36.3	10	3	1	1	87.1	10	3	1	2	106.8
10	3	1	1	78.1	10	3	1	1	81.4	10	3	1	2	52.5
10	3	1	1	57	10	3	1	1	80.2	10	3	1	2	106.8
10	3	1	1	111.4	10	3	1	1	105.4	10	3	1	2	87.9
10	3	1	1	45.4	10	3	1	1	99.3	10	3	1	2	57.9
10	3	1	1	82.8	10	3	1	1	96.4	10	3	1	2	65.3
10	3	1	1	89.1	10	3	1	1	91	10	3	1	2	77.1
10	3	1	1	83.9	10	3	1	1	89.6	10	3	1	2	71.1
10	3	1	1	74.1	10	3	1	1	93.2	10	3	1	2	60.8
10	3	1	1	54.6	10	3	1	1	91.5	10	3	1	2	76.9
10	3	1	1	85.9	10	3	1	1	57.8	10	3	1	2	112.7
10	3	1	1	78.1	10	3	1	1	98.2	10	3	1	2	92
10	3	1	1	78	10	3	1	1	98.6	10	3	1	2	87.9
10	3	1	1	75.5	10	3	1	1	60.5	10	3	1	2	76.6
10	3	1	1	79.5	10	3	1	1	63.7	10	3	1	2	52.5
10	3	1	1	108.5	10	3	1	1	75.9	10	3	1	2	59.8
10	3	1	1	45.4	10	3	1	1	19	10	3	1	2	95.7
10	3	1	1	98.2	10	3	1	1	41.4	10	3	1	2	60.8
10	3	1	1	94.1	10	3	1	1	64.4	10	3	1	2	57.9
10	3	1	1	82.4	10	3	1	1	67.5	10	3	1	2	60.8
10	3	1	1	95.5	10	3	1	1	93.3	10	3	1	2	112.7
10	3	1	1	12.2	10	3	1	1	101	10	3	1	2	85.4
10	3	1	1	47.4	10	3	1	1	107.5	10	3	1	2	111.4
10	3	1	1	76.2	10	3	1	1	62.9	10	3	1	2	61.7
10	3	1	1	96.5	10	3	1	1	68	10	3	1	2	47.6
10	3	1	1	53.2	10	3	1	1	73.3	10	3	1	2	86.6
10	3	1	1	91.1	10	3	1	1	99.7	10	3	1	2	47.6
10	3	1	1	54.2	10	3	1	1	85.1	10	3	1	2	70.9
10	3	1	1	89.5	10	3	1	1	88.9	10	3	1	2	59.1
10	3	1	1	82.7	10	3	1	1	79.1	10	3	1	2	85.2
10	3	1	1	73.9	10	3	1	1	20.3	10	3	1	2	72.7
10	3	1	1	95.2	10	3	1	1	99.4	10	3	1	2	54.9
10	3	1	1	75.1	10	3	1	1	88.5	10	3	1	2	106.8
10	3	1	1	74.1	10	3	1	1	56.2	10	3	1	2	106.8
10	3	1	1	64.4	10	3	1	1	73	10	3	1	2	94.8
10	3	1	1	59.6	10	3	1	1	78.1	10	3	1	2	63.6
10	3	1	1	97.2	10	3	1	1	16.4	10	3	1	2	60.8
10	3	1	1	57	10	3	1	1	82.3	10	3	1	2	71.9
10	3	1	1	23.3	10	3	1	1	84.2	10	3	1	2	92
10	3	1	1	97.7	10	3	1	1	102.8	10	3	1	2	79.5
10	3	1	1	82	10	3	1	1	47.8	10	3	1	2	57.9
10	3	1	1	57.6	10	3	1	1	51.5	10	3	1	2	61.9
10	3	1	1	75.2	10	3	1	1	77.9	10	3	1	2	76.6
10	3	1	1	65.9	10	3	1	1	85.7	10	3	1	2	65.3

Site	Lane marking	Wet	Light	Speed	Site	Lane marking	Wet	Light	Speed	Site	Lane marking	Wet	Light	Speed
10	3	1	1	62.9	10	3	1	1	79.1	10	3	1	2	89.3
10	3	1	1	52.9	10	3	1	1	72.1	10	3	1	2	89.3
10	3	1	1	16.4	10	3	1	1	65.9	10	3	1	2	86.6
10	3	1	1	33.1	10	3	1	1	93.2	10	3	1	2	52.5
10	3	1	1	102.8	10	3	1	1	89.3	10	3	1	2	49.1
10	3	1	1	60.5	10	3	1	1	58.8	10	3	1	2	73.4
10	3	1	1	91.1	10	3	1	1	68.1	10	3	2	1	55.6
10	3	1	1	58.2	10	3	1	1	92.9	10	3	2	1	98.7
10	3	1	1	89.2	10	3	1	1	79.1	10	3	2	1	83.8
10	3	1	1	75.4	10	3	1	1	79.5	10	3	2	1	69.1
10	3	1	1	89.1	10	3	1	1	82.9	10	3	2	1	58.2
10	3	1	1	81.2	10	3	1	1	115	10	3	2	1	101.4
10	3	1	1	71.3	10	3	1	1	115	10	3	2	1	98.3
10	3	1	1	68.7	10	3	1	1	104.3	10	3	2	1	92.9
10	3	1	1	12.2	10	3	1	1	57.8	10	3	2	1	63.4
10	3	1	1	63.8	10	3	1	1	141.3	10	3	2	1	52
10	3	1	1	91.5	10	3	1	1	61.1	10	3	2	1	68.5
10	3	1	1	20.2	10	3	1	1	60.1	10	3	2	1	82.1
10	3	1	1	79.2	10	3	1	1	72.2	10	3	2	1	68.5
10	3	1	1	49.5	10	3	1	1	75.9	10	3	2	1	122.1
10	3	1	1	83.2	10	3	1	1	69.7	10	3	2	1	55.2
10	3	1	1	81.1	10	3	1	1	90.2	10	3	2	1	55.2
10	3	1	1	59.6	10	3	1	1	86.7	10	3	2	1	39.8
10	3	1	1	101	10	3	1	1	71.5	10	3	2	1	82.1
10	3	1	1	67.2	10	3	1	1	82.9	10	3	2	1	72.7
10	3	1	1	49.8	10	3	1	1	58.6	10	3	2	1	64.8
10	3	1	1	75.9	10	3	1	1	80.6	10	3	2	1	73.4
10	3	1	1	122.4	10	3	1	1	75.2	10	3	2	1	91.7
10	3	1	1	70.3	10	3	1	1	87.5	10	3	2	1	58.2
10	3	1	1	93.2	10	3	1	1	67.6	10	3	2	1	86.9
10	3	1	1	81.2	10	3	1	1	53.8	10	3	2	1	64.8
10	3	1	1	27.7	10	3	1	1	108.5	10	3	2	1	58.2
10	3	1	1	19.8	10	3	1	1	63.8	10	3	2	1	58.2
10	3	1	1	75.8	10	3	1	1	70.3	10	3	2	1	97.4
10	3	1	1	78.3	10	3	1	1	82.6	10	3	2	1	86.6
10	3	1	1	53.8	10	3	1	1	82.9	10	3	2	1	88.1
10	3	1	1	47	10	3	1	1	88.1	10	3	2	1	68.8
10	3	1	1	15.7	10	3	1	1	32	10	3	2	1	70.7
10	3	1	1	95.8	10	3	1	1	85.1	10	3	2	1	69.1
10	3	1	1	20.8	10	3	1	1	28.4	10	3	2	1	60.6
10	3	1	1	67.5	10	3	1	1	76.6	10	3	2	1	75.8
10	3	1	1	90.1	10	3	1	1	85.4	10	3	2	1	97.3
10	3	1	1	35.6	10	3	1	1	82.3	10	3	2	1	77.8
10	3	1	1	92.9	10	3	1	1	77	10	3	2	1	55.6
10	3	1	1	67.6	10	3	1	1	58.6	10	3	2	1	85.7
10	3	1	1	59.6	10	3	1	1	68.5	10	3	2	1	68.8
10	3	1	1	87.3	10	3	1	1	75.9	10	3	2	1	80.2
10	3	1	1	85.9	10	3	1	1	108.5	10	3	2	1	58.2
10	3	1	1	86.7	10	3	1	1	75.9	10	3	2	1	72.7
10	3	1	1	93.2	10	3	1	1	77	10	3	2	1	77.8
10	3	1	1	49.6	10	3	1	1	58.6	10	3	2	1	91.2
10	3	1	1	117.7	10	3	1	1	49.5	10	3	2	1	77.8
10	3	1	1	69.2	10	3	1	1	74.4	10	3	2	1	70.8
10	3	1	1	54.2	10	3	1	1	81.8	10	3	2	1	61.1
10	3	1	1	108.5	10	3	1	1	82.3	10	3	2	1	82.1
10	3	1	1	86.9	10	3	1	1	79.1	10	3	2	1	64.3
10	3	1	1	17.2	10	3	1	1	79.2	10	3	2	1	80.1
10	3	1	1	74.4	10	3	1	1	94.7	10	3	2	1	86.6
10	3	1	1	87.2	10	3	1	1	74.1	10	3	2	1	86.6
10	3	1	1	92	10	3	1	1	15.7	10	3	2	1	22.6
10	3	1	1	95.7	10	3	1	1	115.7	10	3	2	1	57.9
10	3	1	1	71.3	10	3	1	1	69.7	10	3	2	1	115.4
10	3	1	1	21.3	10	3	1	1	77.8	10	3	2	1	86.6
10	3	1	1	14.9	10	3	1	1	73	10	3	2	1	90.7
10	3	1	1	56.5	10	3	1	1	67.4	10	3	2	1	55.2
10	3	1	1	59.3	10	3	1	1	91.9	10	3	2	1	22.6
10	3	1	1	76.1	10	3	1	1	53.8	10	3	2	1	91.7
10	3	1	1	78.1	10	3	1	1	96	10	3	2	1	69.9
10	3	1	1	73.2	10	3	1	1	49.6	10	3	2	1	89.4
10	3	1	1	90.9	10	3	1	1	89.1	10	3	2	1	64.3
10	3	1	1	73	10	3	1	1	117.7	10	3	2	1	83.1
10	3	1	1	105.6	10	3	1	1	71.7	10	3	2	1	69.9
10	3	1	1	75.2	10	3	1	1	74.4	10	3	2	1	98.3
10	3	1	1	67	10	3	1	1	88.9	10	3	2	1	109.7
10	3	1	1	51.2	10	3	1	1	89.6	10	3	2	1	86.6

Site	Lane marking	Wet	Light	Speed	Site	Lane marking	Wet	Light	Speed	Site	Lane marking	Wet	Light	Speed
10	3	1	1	27.7	10	3	1	1	88.9	10	3	2	1	91.3
10	3	1	1	83.3	10	3	1	1	99.4	10	3	2	1	22.6
10	3	1	1	77.4	10	3	1	1	80.5	10	3	2	1	76.4
10	3	1	1	88.8	10	3	1	1	85.1	10	3	2	1	88.1
10	3	1	1	90.2	10	3	1	1	134	10	3	2	1	102.7
10	3	1	1	31.7	10	3	1	1	78.5	10	3	2	1	68.8
10	3	1	1	106.3	10	3	1	1	20.2	10	3	2	1	85.7
10	3	1	1	64	10	3	1	1	75.8	10	3	2	1	64.9
10	3	1	1	86.2	10	3	1	1	75.2	10	3	2	1	88.9
10	3	1	1	87.7	10	3	1	1	79.1	10	3	2	1	68.8
10	3	1	1	60.7	10	3	1	1	97.2	10	3	2	1	69.9
10	3	1	1	94.1	10	3	1	1	99.3	10	3	2	1	64.3
10	3	1	1	76.1	10	3	1	1	82	10	3	2	1	64.8
10	3	1	1	84.9	10	3	1	1	23.3	10	3	2	1	57.9
10	3	1	1	61.1	10	3	1	1	93.2	10	3	2	1	57.9
10	3	1	1	60.1	10	3	1	1	69.2	10	3	2	1	83.8
10	3	1	1	68.7	10	3	1	1	33.6	10	3	2	1	73.3
10	3	1	1	67.5	10	3	1	1	63.6	10	3	2	1	98.7
10	3	1	1	99.4	10	3	1	1	75.1	10	3	2	1	53.8
10	3	1	1	76.4	10	3	1	1	101.4	10	3	2	1	109.7
10	3	1	1	87.4	10	3	1	1	80.2	10	3	2	1	58.8
10	3	1	1	69.2	10	3	1	1	93.3	10	3	2	2	92.9
10	3	1	1	15.7	10	3	1	1	63.2	10	3	2	2	92.9
10	3	1	1	76.2	10	3	1	1	86.6	10	3	2	2	103.1
10	3	1	1	76.9	10	3	1	1	68.5	10	3	2	2	92.9
10	3	1	1	86.4	10	3	1	1	80.7	10	3	2	2	116.4
10	3	1	1	77	10	3	1	1	115	10	3	2	2	82.6
10	3	1	1	56.2	10	3	1	1	90.9	10	3	2	2	116.4
10	3	1	1	57.1	10	3	1	1	61.1	10	3	2	2	91.9
10	3	1	1	91	10	3	1	1	60.9	10	3	2	2	88.7
10	3	1	1	90.3	10	3	1	1	81.8	10	3	2	2	70.8
10	3	1	1	87.9	10	3	1	1	115.7	10	3	2	2	91.9
10	3	1	1	75.5	10	3	1	1	76.2	10	3	2	2	82.6
10	3	1	1	99.4	10	3	1	1	77.5	10	3	2	2	88.7
10	3	1	1	134	10	3	1	1	73	10	3	2	2	116.4
10	3	1	1	77.4	10	3	1	1	77.8	10	3	2	2	74.9
10	3	1	1	20.9	10	3	1	1	79.5	10	3	2	2	70.7
10	3	1	1	83.5	10	3	1	1	141.3	10	3	2	2	82.6
10	3	1	1	89.1	10	3	1	1	76.2	10	3	2	2	74.9
10	3	1	1	89.1	10	3	1	1	111.1	10	3	2	2	103.1
10	3	1	1	91.3	10	3	1	1	89.1	10	3	2	2	91.9
10	3	1	1	19.8	10	3	1	1	64.4					

Site	Lane marking	Wet	Light	Speed	Site	Lane marking	Wet	Light	Speed	Site	Lane marking	Wet	Light	Speed
11	2	1	1	31.5	11	2	1	1	68.2	11	2	1	1	92
11	2	1	1	81.1	11	2	1	1	44.9	11	2	1	1	58.4
11	2	1	1	91.8	11	2	1	1	96.7	11	2	1	1	80.8
11	2	1	1	103.6	11	2	1	1	92.2	11	2	1	1	76.1
11	2	1	1	90.7	11	2	1	1	96	11	2	1	1	73.2
11	2	1	1	68	11	2	1	1	79.6	11	2	1	1	93.2
11	2	1	1	103.5	11	2	1	1	74.7	11	2	1	1	105.8
11	2	1	1	20.7	11	2	1	1	73.9	11	2	1	1	85.3
11	2	1	1	71.8	11	2	1	1	92.5	11	2	1	1	103.2
11	2	1	1	98.3	11	2	1	1	40.6	11	2	1	1	93.8
11	2	1	1	57.4	11	2	1	1	75	11	2	1	1	86.7
11	2	1	1	91.9	11	2	1	1	94.4	11	2	1	1	72.7
11	2	1	1	89.3	11	2	1	1	81.6	11	2	1	1	71.8
11	2	1	1	33.4	11	2	1	1	92.3	11	2	1	1	77.3
11	2	1	1	103.9	11	2	1	1	94.2	11	2	1	1	98.7
11	2	1	1	89.1	11	2	1	1	76.8	11	2	1	1	88.2
11	2	1	1	66.4	11	2	1	1	87.9	11	2	1	1	94.6
11	2	1	1	17.6	11	2	1	1	103.9	11	2	1	1	76
11	2	1	1	83.3	11	2	1	1	72.5	11	2	1	1	54.6
11	2	1	1	94.2	11	2	1	1	22.8	11	2	1	1	95.1
11	2	1	1	90.3	11	2	1	1	72.4	11	2	1	1	68
11	2	1	1	77	11	2	1	1	90.9	11	2	1	1	100.3
11	2	1	1	24.9	11	2	1	1	99.1	11	2	1	1	107.3
11	2	1	1	93.7	11	2	1	1	34.9	11	2	1	1	76.2
11	2	1	1	84.7	11	2	1	1	106.6	11	2	1	1	98.3
11	2	1	1	85.7	11	2	1	1	88	11	2	1	1	74.3
11	2	1	1	87.3	11	2	1	1	74.2	11	2	1	1	44.5
11	2	1	1	100.3	11	2	1	1	85.8	11	2	1	1	75.5
11	2	1	1	107.9	11	2	1	1	67.5	11	2	1	1	108.7
11	2	1	1	92.9	11	2	1	1	96.4	11	2	1	1	68.2
11	2	1	1	99.4	11	2	1	1	82.1	11	2	1	1	54.5
11	2	1	1	95.7	11	2	1	1	100.9	11	2	1	1	88
11	2	1	1	98.6	11	2	1	1	85.6	11	2	1	1	106.6
11	2	1	1	93.8	11	2	1	1	84.4	11	2	1	1	82.1
11	2	1	1	71.8	11	2	1	1	97.3	11	2	1	1	95.1
11	2	1	1	85.4	11	2	1	1	81.3	11	2	1	1	77.4
11	2	1	1	100	11	2	1	1	67.4	11	2	1	1	103.4
11	2	1	1	94.2	11	2	1	1	79.1	11	2	1	1	37.7
11	2	1	1	106.2	11	2	1	1	103.2	11	2	1	1	91.8
11	2	1	1	104	11	2	1	1	109.5	11	2	1	1	82.1
11	2	1	1	94.8	11	2	1	1	88.9	11	2	1	1	87.3
11	2	1	1	22.4	11	2	1	1	85.4	11	2	1	1	89.5
11	2	1	1	108.7	11	2	1	1	80.8	11	2	1	1	74.4
11	2	1	1	86.6	11	2	1	1	92.6	11	2	1	1	95
11	2	1	1	67.8	11	2	1	1	84.8	11	2	1	1	96.7
11	2	1	1	98.7	11	2	1	1	118	11	2	1	1	44.9
11	2	1	1	98.2	11	2	1	1	101.2	11	2	1	1	89.5
11	2	1	1	72.4	11	2	1	1	25.3	11	2	1	1	94.6
11	2	1	1	100.2	11	2	1	1	68	11	2	1	1	89.1
11	2	1	1	35.9	11	2	1	1	60.4	11	2	1	1	23.8
11	2	1	1	70.1	11	2	1	1	66.1	11	2	1	1	55
11	2	1	1	109	11	2	1	1	103	11	2	1	1	91.9
11	2	1	1	88.9	11	2	1	1	79.8	11	2	1	1	80.9
11	2	1	1	96.6	11	2	1	1	76.2	11	2	1	1	24.7
11	2	1	1	69	11	2	1	1	98.5	11	2	1	1	72.1
11	2	1	1	24	11	2	1	1	80.4	11	2	1	1	95.6
11	2	1	1	85.9	11	2	1	1	65.6	11	2	1	1	105.5
11	2	1	1	82	11	2	1	1	94.9	11	2	1	1	94.9
11	2	1	1	93.5	11	2	1	1	89.5	11	2	1	1	83.4
11	2	1	1	84.1	11	2	1	1	88	11	2	1	1	84.9
11	2	1	1	75.3	11	2	1	1	89.5	11	2	1	1	87.5
11	2	1	1	106.1	11	2	1	1	66.3	11	2	1	1	88.9
11	2	1	1	73.9	11	2	1	1	57.7	11	2	1	1	81.3
11	2	1	1	86.9	11	2	1	1	63.6	11	2	1	1	101.6
11	2	1	1	28.7	11	2	1	1	91.4	11	2	1	1	25.2
11	2	1	1	17.6	11	2	1	1	81.6	11	2	1	1	97.7
11	2	1	1	72.7	11	2	1	1	72.7	11	2	1	2	90.5
11	2	1	1	83.3	11	2	1	1	83.9	11	2	1	2	78.2
11	2	1	1	98.2	11	2	1	1	108.5	11	2	1	2	102.8
11	2	1	1	105.5	11	2	1	1	96.8	11	2	1	2	86
11	2	1	1	112.1	11	2	1	1	90	11	2	1	2	94.7
11	2	1	1	50.7	11	2	1	1	95.6	11	2	1	2	84.2
11	2	1	1	106	11	2	1	1	85	11	2	1	2	69.1
11	2	1	1	72.7	11	2	1	1	131.6	11	2	1	2	49.8
11	2	1	1	66.8	11	2	1	1	104.4	11	2	1	2	89.2

Site	Lane marking	Wet	Light	Speed	Site	Lane marking	Wet	Light	Speed	Site	Lane marking	Wet	Light	Speed
11	2	1	1	73.7	11	2	1	1	91.6	11	2	1	2	78.9
11	2	1	1	94.9	11	2	1	1	44.9	11	2	1	2	93.7
11	2	1	1	81	11	2	1	1	94.6	11	2	1	2	102.2
11	2	1	1	79.6	11	2	1	1	83.5	11	2	1	2	81.4
11	2	1	1	87.6	11	2	1	1	91.1	11	2	1	2	87.6
11	2	1	1	91.3	11	2	1	1	76.5	11	2	1	2	87.3
11	2	1	1	38.6	11	2	1	1	85.9	11	2	1	2	88.1
11	2	1	1	15.3	11	2	1	1	80	11	2	1	2	97.5
11	2	1	1	82.3	11	2	1	1	100.1	11	2	1	2	80.2
11	2	1	1	89.8	11	2	1	1	80.4	11	2	1	2	82.5
11	2	1	1	102.5	11	2	1	1	34.9	11	2	1	2	69.6
11	2	1	1	89.5	11	2	1	1	105.3	11	2	1	2	71.1
11	2	1	1	79.4	11	2	1	1	95.7	11	2	1	2	116.7
11	2	1	1	86.3	11	2	1	1	94.6	11	2	1	2	88.2
11	2	1	1	22.4	11	2	1	1	73.6	11	2	1	2	78.9
11	2	1	1	84.8	11	2	1	1	89.1	11	2	1	2	92.4
11	2	1	1	17.6	11	2	1	1	84.8	11	2	1	2	93.5
11	2	1	1	96.2	11	2	1	1	88.6	11	2	1	2	72.6
11	2	1	1	81.6	11	2	1	1	72	11	2	1	2	91.6
11	2	1	1	82.3	11	2	1	1	80.9	11	2	1	2	88.1
11	2	1	1	86.9	11	2	1	1	23.5	11	2	1	2	86.5
11	2	1	1	84.9	11	2	1	1	91.8	11	2	1	2	87.3
11	2	1	1	81.5	11	2	1	1	83.3	11	2	1	2	80.2
11	2	1	1	82.1	11	2	1	1	90.2	11	2	1	2	119.8
11	2	1	1	70.5	11	2	1	1	19.5	11	2	1	2	109.8
11	2	1	1	110.9	11	2	1	1	81.3	11	2	1	2	100.4
11	2	1	1	102.9	11	2	1	1	83.2	11	2	1	2	100.4
11	2	1	1	85.8	11	2	1	1	82.7	11	2	1	2	80.2
11	2	1	1	79.1	11	2	1	1	88.7	11	2	1	2	71.2
11	2	1	1	84	11	2	1	1	88.2	11	2	1	2	86.8
11	2	1	1	100.3	11	2	1	1	89.5	11	2	1	2	101.1
11	2	1	1	74.1	11	2	1	1	78.5	11	2	1	2	92
11	2	1	1	79.8	11	2	1	1	77.4	11	2	1	2	83.9
11	2	1	1	109.5	11	2	1	1	96	11	2	1	2	124.3
11	2	1	1	89.1	11	2	1	1	79.6	11	2	1	2	107
11	2	1	1	22.8	11	2	1	1	59.7	11	2	1	2	63.8
11	2	1	1	104.4	11	2	1	1	81.5	11	2	1	2	100.2
11	2	1	1	85.3	11	2	1	1	89.6	11	2	1	2	81.4
11	2	1	1	24.8	11	2	1	1	78.7	11	2	1	2	119.8
11	2	1	1	60.7	11	2	1	1	59.4	11	2	1	2	75.7
11	2	1	1	55.6	11	2	1	1	62.6	11	2	1	2	92.9
11	2	1	1	111.7	11	2	1	1	93.1	11	2	1	2	102.8
11	2	1	1	43.6	11	2	1	1	86.3	11	2	1	2	112.1
11	2	1	1	103.8	11	2	1	1	80	11	2	1	2	69.6
11	2	1	1	94.2	11	2	1	1	97.7	11	2	1	2	93.5
11	2	1	1	45.3	11	2	1	1	54.3	11	2	1	2	113.1
11	2	1	1	81.1	11	2	1	1	59.7	11	2	1	2	81.9
11	2	1	1	46.1	11	2	1	1	50.9	11	2	1	2	82.8
11	2	1	1	76.3	11	2	1	1	95.8	11	2	1	2	101.8
11	2	1	1	70.6	11	2	1	1	81.2	11	2	1	2	74.9
11	2	1	1	82.2	11	2	1	1	75.9	11	2	1	2	69.8
11	2	1	1	78.5	11	2	1	1	85	11	2	1	2	101.8
11	2	1	1	85.4	11	2	1	1	72.7	11	2	1	2	88.2
11	2	1	1	26	11	2	1	1	122.8	11	2	1	2	131.7
11	2	1	1	94.9	11	2	1	1	97.8	11	2	1	2	126.7
11	2	1	1	111.7	11	2	1	1	106.9	11	2	1	2	110.1
11	2	1	1	91.2	11	2	1	1	89.4	11	2	1	2	107
11	2	1	1	77.5	11	2	1	1	82.8	11	2	1	2	85.6
11	2	1	1	60.7	11	2	1	1	98	11	2	1	2	81.9
11	2	1	1	85.8	11	2	1	1	81.2	11	2	1	2	71.1
11	2	1	1	81.3	11	2	1	1	36.1	11	2	1	2	67.1
11	2	1	1	89.7	11	2	1	1	93.9	11	2	1	2	86
11	2	1	1	88.1	11	2	1	1	96.2	11	2	1	2	100.9
11	2	1	1	70.6	11	2	1	1	73.9	11	2	1	2	105.8
11	2	1	1	96.5	11	2	1	1	96.6	11	2	1	2	82.4
11	2	1	1	107.2	11	2	1	1	54.5	11	2	1	2	85.5
11	2	1	1	92.5	11	2	1	1	79.6	11	2	1	2	100.9
11	2	1	1	93.8	11	2	1	1	78.7	11	2	1	2	79.1
11	2	1	1	29	11	2	1	1	91.8	11	2	1	2	105.2
11	2	1	1	92.8	11	2	1	1	74.9	11	2	1	2	71.9
11	2	1	1	77.5	11	2	1	1	93.7	11	2	1	2	85.6
11	2	1	1	36.5	11	2	1	1	73.2	11	2	1	2	54.7
11	2	1	1	81.8	11	2	1	1	85.2	11	2	1	2	89.4
11	2	1	1	107.1	11	2	1	1	119.6	11	2	1	2	57.5
11	2	1	1	70.8	11	2	1	1	72.4	11	2	1	2	85.6

Site	Lane marking	Wet	Light	Speed	Site	Lane marking	Wet	Light	Speed	Site	Lane marking	Wet	Light	Speed
11	2	1	1	80.3	11	2	1	1	90.4	11	2	1	2	81.4
11	2	1	1	74	11	2	1	1	74.2	11	2	1	2	100.9
11	2	1	1	77.1	11	2	1	1	62	11	2	1	2	80.9
11	2	1	1	82.9	11	2	1	1	80.3	11	2	1	2	137.3
11	2	1	1	83.5	11	2	1	1	66.1	11	2	1	2	71.7
11	2	1	1	86.7	11	2	1	1	92.8	11	2	1	2	99.1
11	2	1	1	76.1	11	2	1	1	99.3	11	2	2	1	63.6
11	2	1	1	26.3	11	2	1	1	76.6	11	2	2	1	80.8
11	2	1	1	24.7	11	2	1	1	43.6	11	2	2	1	86.8
11	2	1	1	105.8	11	2	1	1	86.3	11	2	2	1	78.6
11	2	1	1	88.8	11	2	1	1	79.2	11	2	2	1	84.8
11	2	1	1	84.8	11	2	1	1	66.3	11	2	2	1	62.3
11	2	1	1	75.7	11	2	1	1	82.1	11	2	2	1	81.6
11	2	1	1	74.2	11	2	1	1	66.1	11	2	2	1	84.8
11	2	1	1	80.1	11	2	1	1	86.2	11	2	2	1	90.6
11	2	1	1	73.5	11	2	1	1	101.8	11	2	2	1	86.5
11	2	1	1	87.5	11	2	1	1	99.3	11	2	2	1	101.6
11	2	1	1	47.1	11	2	1	1	80.9	11	2	2	1	91.6
11	2	1	1	104.8	11	2	1	1	74.4	11	2	2	1	81.6
11	2	1	1	90.1	11	2	1	1	105.3	11	2	2	1	89.9
11	2	1	1	62.2	11	2	1	1	93.5	11	2	2	1	78.7
11	2	1	1	93.7	11	2	1	1	91.7	11	2	2	1	87.4
11	2	1	1	101.2	11	2	1	1	64.5	11	2	2	1	91.4
11	2	1	1	86.7	11	2	1	1	95.4	11	2	2	1	89.9
11	2	1	1	52.1	11	2	1	1	36.1	11	2	2	1	87.1
11	2	1	1	52.4	11	2	1	1	93.6	11	2	2	1	89.2
11	2	1	1	87.4	11	2	1	1	69.5	11	2	2	1	86.7
11	2	1	1	47.1	11	2	1	1	86.7	11	2	2	1	36.5
11	2	1	1	70	11	2	1	1	74.3	11	2	2	1	95.2
11	2	1	1	87.7	11	2	1	1	69.1	11	2	2	1	75.9
11	2	1	1	78.3	11	2	1	1	95.7	11	2	2	1	32.9
11	2	1	1	91.5	11	2	1	1	80.1	11	2	2	1	55.8
11	2	1	1	64.1	11	2	1	1	22.4	11	2	2	1	80.7
11	2	1	1	62.9	11	2	1	1	95	11	2	2	1	79.3
11	2	1	1	91.4	11	2	1	1	57.8	11	2	2	1	90.2
11	2	1	1	93.7	11	2	1	1	82.9	11	2	2	1	82.1
11	2	1	1	81.2	11	2	1	1	80.2	11	2	2	1	89.3
11	2	1	1	77	11	2	1	1	98.2	11	2	2	1	85.5
11	2	1	1	91.1	11	2	1	1	81.5	11	2	2	1	101.6
11	2	1	1	114.7	11	2	1	1	77	11	2	2	1	83.6
11	2	1	1	87.7	11	2	1	1	63.5	11	2	2	1	85.5
11	2	1	1	90.5	11	2	1	1	111.8	11	2	2	1	80.9
11	2	1	1	82.7	11	2	1	1	103.9	11	2	2	1	80.9
11	2	1	1	91.9	11	2	1	1	91.8	11	2	2	1	78.1
11	2	1	1	92.2	11	2	1	1	76.3	11	2	2	1	84.8
11	2	1	1	80.2	11	2	1	1	109.8	11	2	2	1	81.6
11	2	1	1	92.1	11	2	1	1	103.2	11	2	2	1	78.1
11	2	1	1	78.4	11	2	1	1	76.8	11	2	2	1	83.5
11	2	1	1	89.1	11	2	1	1	80.1	11	2	2	1	85.5
11	2	1	1	109	11	2	1	1	83.8	11	2	2	1	80.5
11	2	1	1	84	11	2	1	1	84.5	11	2	2	1	78.3
11	2	1	1	38.8	11	2	1	1	82.1	11	2	2	1	56.9
11	2	1	1	93.9	11	2	1	1	57	11	2	2	1	66.4
11	2	1	1	99.3	11	2	1	1	81.8	11	2	2	1	83.1
11	2	1	1	85.8	11	2	1	1	93.6	11	2	2	1	91.8
11	2	1	1	23.8	11	2	1	1	93.2	11	2	2	1	106.4
11	2	1	1	84.2	11	2	1	1	98.5	11	2	2	1	90.2
11	2	1	1	90.2	11	2	1	1	97.7	11	2	2	1	58.5
11	2	1	1	34.9	11	2	1	1	64.8	11	2	2	1	71.9
11	2	1	1	116.5	11	2	1	1	30.8	11	2	2	1	84.6
11	2	1	1	85.1	11	2	1	1	42.7	11	2	2	1	78.6
11	2	1	1	89.2	11	2	1	1	93.9	11	2	2	1	55.8
11	2	1	1	15.3	11	2	1	1	93.1	11	2	2	1	79.7
11	2	1	1	84.4	11	2	1	1	100.5	11	2	2	1	85.5
11	2	1	1	85.1	11	2	1	1	77.7	11	2	2	1	58.5
11	2	1	1	92.5	11	2	1	1	101.2	11	2	2	1	93.6
11	2	1	1	99.1	11	2	1	1	50.6	11	2	2	1	80
11	2	1	1	92.5	11	2	1	1	83.5	11	2	2	1	88
11	2	1	1	100.8	11	2	1	1	17.6	11	2	2	1	83.1
11	2	1	1	79.3	11	2	1	1	71.7	11	2	2	1	89.4
11	2	1	1	82.8	11	2	1	1	76.6	11	2	2	1	86.8
11	2	1	1	85.8	11	2	1	1	21.2	11	2	2	1	22.4
11	2	1	1	81.3	11	2	1	1	62.2	11	2	2	1	97.7
11	2	1	1	50.7	11	2	1	1	97.2	11	2	2	1	49.9
11	2	1	1	82.2	11	2	1	1	73.8	11	2	2	1	86.5

Site	Lane marking	Wet	Light	Speed	Site	Lane marking	Wet	Light	Speed	Site	Lane marking	Wet	Light	Speed
11	2	1	1	85.3	11	2	1	1	85.9	11	2	2	1	64.2
11	2	1	1	87	11	2	1	1	92.1	11	2	2	1	22.4
11	2	1	1	79.4	11	2	1	1	93.5	11	2	2	1	90.4
11	2	1	1	60.2	11	2	1	1	80.9	11	2	2	1	95.3
11	2	1	1	83.2	11	2	1	1	106.6	11	2	2	1	72.3
11	2	1	1	89	11	2	1	1	75.2	11	2	2	1	86.8
11	2	1	1	86.3	11	2	1	1	95.6	11	2	2	1	77
11	2	1	1	76.2	11	2	1	1	78.4	11	2	2	1	91.8
11	2	1	1	82.9	11	2	1	1	81.6	11	2	2	1	60.2
11	2	1	1	86	11	2	1	1	72.4	11	2	2	1	80.5
11	2	1	1	85.3	11	2	1	1	105.5	11	2	2	1	94.7
11	2	1	1	82.1	11	2	1	1	114.4	11	2	2	1	80.9
11	2	1	1	96.7	11	2	1	1	111.7	11	2	2	1	86.9
11	2	1	1	22.4	11	2	1	1	103.2	11	2	2	1	90.2
11	2	1	1	86.9	11	2	1	1	82.1	11	2	2	1	87.4
11	2	1	1	80.6	11	2	1	1	88.9	11	2	2	1	86.8
11	2	1	1	85.7	11	2	1	1	93.9	11	2	2	1	94.7
11	2	1	1	83.7	11	2	1	1	78.2	11	2	2	1	96.8
11	2	1	1	105.6	11	2	1	1	39.4	11	2	2	1	88
11	2	1	1	66.3	11	2	1	1	76.8	11	2	2	1	72.3
11	2	1	1	97.7	11	2	1	1	90.4	11	2	2	1	88.3
11	2	1	1	76.5	11	2	1	1	88	11	2	2	2	80.5
11	2	1	1	61.8	11	2	1	1	76.2	11	2	2	2	85.3
11	2	1	1	84.2	11	2	1	1	82.8	11	2	2	2	82.4
11	2	1	1	29.4	11	2	1	1	88.1	11	2	2	2	71.9
11	2	1	1	66.8	11	2	1	1	80.6	11	2	2	2	82.4
11	2	1	1	81.9	11	2	1	1	84.7	11	2	2	2	71.9
11	2	1	1	96.7	11	2	1	1	102.4	11	2	2	2	73
11	2	1	1	98.2	11	2	1	1	86.9	11	2	2	2	84.2
11	2	1	1	86.9	11	2	1	1	90.5	11	2	2	2	84.2
11	2	1	1	75.8	11	2	1	1	80.1	11	2	2	2	103.3
11	2	1	1	100	11	2	1	1	90.3	11	2	2	2	80.5
11	2	1	1	91.7	11	2	1	1	86.5	11	2	2	2	80.5
11	2	1	1	68	11	2	1	1	90.5	11	2	2	2	61.5
11	2	1	1	74.2	11	2	1	1	36.1	11	2	2	2	84.1
11	2	1	1	95.3	11	2	1	1	66.4	11	2	2	2	82.4
11	2	1	1	117.5	11	2	1	1	66.1	11	2	2	2	71.2
11	2	1	1	88.9	11	2	1	1	93.2	11	2	2	2	80.5
11	2	1	1	78.1	11	2	1	1	86.5	11	2	2	2	80.5
11	2	1	1	91.9	11	2	1	1	83.5	11	2	2	2	59.3
11	2	1	1	87.1	11	2	1	1	92	11	2	2	2	85.3
11	2	1	1	82.3	11	2	1	1	97.5					

Site	Lane marking	Wet	Light	Speed	Site	Lane marking	Wet	Light	Speed	Site	Lane marking	Wet	Light	Speed
12	3	1	1	70.2	12	3	1	1	45.6	12	3	1	1	87
12	3	1	1	92.6	12	3	1	1	64.9	12	3	1	1	72.3
12	3	1	1	91.1	12	3	1	1	82.7	12	3	1	1	63.3
12	3	1	1	88.8	12	3	1	1	66.6	12	3	1	1	51
12	3	1	1	60.7	12	3	1	1	88.3	12	3	1	1	58
12	3	1	1	65.6	12	3	1	1	77.3	12	3	1	1	73.8
12	3	1	1	51.5	12	3	1	1	72.4	12	3	1	1	55.2
12	3	1	1	85.3	12	3	1	1	83.8	12	3	1	1	86.1
12	3	1	1	65.5	12	3	1	1	76.6	12	3	1	1	48.2
12	3	1	1	79.8	12	3	1	1	84.8	12	3	1	1	59.2
12	3	1	1	76.3	12	3	1	1	84	12	3	1	1	67.4
12	3	1	1	63	12	3	1	1	74.8	12	3	1	1	15.4
12	3	1	1	60.6	12	3	1	1	74.8	12	3	1	1	55.5
12	3	1	1	93	12	3	1	1	71.2	12	3	1	1	89
12	3	1	1	33.5	12	3	1	1	90.1	12	3	1	1	71.2
12	3	1	1	63.7	12	3	1	1	47.6	12	3	1	1	79.1
12	3	1	1	66.5	12	3	1	1	60.4	12	3	1	1	73.4
12	3	1	1	86.6	12	3	1	1	22.2	12	3	1	1	83.9
12	3	1	1	65.1	12	3	1	1	67.5	12	3	1	1	46
12	3	1	1	95.6	12	3	1	1	55.8	12	3	1	1	77.4
12	3	1	1	83	12	3	1	1	104.8	12	3	1	1	81.6
12	3	1	1	25.7	12	3	1	1	22.9	12	3	1	1	46
12	3	1	1	50.8	12	3	1	1	58.3	12	3	1	1	60.2
12	3	1	1	87.5	12	3	1	1	74.2	12	3	1	1	116.4
12	3	1	1	47.4	12	3	1	1	82.6	12	3	1	1	52
12	3	1	1	39.2	12	3	1	1	72.3	12	3	1	1	70.2
12	3	1	1	69.8	12	3	1	1	80.3	12	3	1	1	67.2
12	3	1	1	61.7	12	3	1	1	54.6	12	3	1	1	40.3
12	3	1	1	61.7	12	3	1	1	93.5	12	3	1	1	53.9
12	3	1	1	78.3	12	3	1	1	50.8	12	3	1	1	67.5
12	3	1	1	80.6	12	3	1	1	88.2	12	3	1	1	71.8
12	3	1	1	84.4	12	3	1	1	57.3	12	3	1	1	31.8
12	3	1	1	75.2	12	3	1	1	67	12	3	1	1	60.8
12	3	1	1	44.4	12	3	1	1	59.3	12	3	1	1	78.3
12	3	1	1	68.4	12	3	1	1	63.7	12	3	1	1	39.6
12	3	1	1	15.4	12	3	1	1	56.3	12	3	1	1	53.6
12	3	1	1	62.1	12	3	1	1	52.4	12	3	1	1	65.3
12	3	1	1	62.9	12	3	1	1	85.2	12	3	1	1	56.6
12	3	1	1	68.8	12	3	1	1	66	12	3	1	1	62
12	3	1	1	31.6	12	3	1	1	51.1	12	3	1	1	73.1
12	3	1	1	54.7	12	3	1	1	74	12	3	1	1	65.8
12	3	1	1	72.1	12	3	1	1	71.1	12	3	1	1	74.9
12	3	1	1	37.2	12	3	1	1	59.9	12	3	1	1	65.1
12	3	1	1	64.4	12	3	1	1	88.1	12	3	1	1	74.9
12	3	1	1	98.7	12	3	1	1	57.3	12	3	1	1	82.3
12	3	1	1	32.8	12	3	1	1	60.6	12	3	1	1	80.3
12	3	1	1	64	12	3	1	1	84.3	12	3	1	1	47.5
12	3	1	1	82.6	12	3	1	1	65.5	12	3	1	1	78.4
12	3	1	1	66	12	3	1	1	79.8	12	3	1	1	59.6
12	3	1	1	19.6	12	3	1	1	50	12	3	1	1	54.4
12	3	1	1	54.1	12	3	1	1	76.4	12	3	1	1	90.2
12	3	1	1	57.6	12	3	1	1	72.1	12	3	1	1	70.3
12	3	1	1	70.4	12	3	1	1	62.1	12	3	1	1	32.8
12	3	1	1	70	12	3	1	1	54	12	3	1	1	52.9
12	3	1	1	63.6	12	3	1	1	67.5	12	3	1	1	32.1
12	3	1	1	77.7	12	3	1	1	89.2	12	3	1	1	62.8
12	3	1	1	68	12	3	1	1	91.3	12	3	1	1	74.9
12	3	1	1	74.2	12	3	1	1	22.5	12	3	1	1	75.1
12	3	1	1	44.4	12	3	1	1	57.3	12	3	1	1	79.1
12	3	1	1	97.8	12	3	1	1	51.5	12	3	1	1	68.1
12	3	1	1	48.5	12	3	1	1	21.7	12	3	1	1	47
12	3	1	1	78.7	12	3	1	1	59	12	3	1	1	54.6
12	3	1	1	67.9	12	3	1	1	56.6	12	3	1	1	64.1
12	3	1	1	62.3	12	3	1	1	76.3	12	3	1	1	60.1
12	3	1	1	86	12	3	1	1	79.6	12	3	1	1	86.9
12	3	1	1	57	12	3	1	1	95.6	12	3	1	1	73.7
12	3	1	1	54.6	12	3	1	1	57.6	12	3	1	2	84.5
12	3	1	1	68.9	12	3	1	1	27.8	12	3	1	2	48.8
12	3	1	1	73.8	12	3	1	1	77.8	12	3	1	2	73
12	3	1	1	51.6	12	3	1	1	76	12	3	1	2	61.9
12	3	1	1	50.8	12	3	1	1	83.6	12	3	1	2	58.6
12	3	1	1	60.7	12	3	1	1	90.8	12	3	1	2	46.7
12	3	1	1	59.2	12	3	1	1	89.7	12	3	1	2	55.7
12	3	1	1	73.6	12	3	1	1	58.1	12	3	1	2	53
12	3	1	1	70.2	12	3	1	1	64	12	3	1	2	95.5

Site	Lane marking	Wet	Light	Speed	Site	Lane marking	Wet	Light	Speed	Site	Lane marking	Wet	Light	Speed
12	3	1	1	84	12	3	1	1	67.2	12	3	1	2	66.9
12	3	1	1	80.8	12	3	1	1	77.9	12	3	1	2	53.5
12	3	1	1	89.1	12	3	1	1	90.9	12	3	1	2	51.6
12	3	1	1	78.4	12	3	1	1	74	12	3	1	2	39.1
12	3	1	1	59.9	12	3	1	1	66.9	12	3	1	2	47.6
12	3	1	1	54.5	12	3	1	1	93.3	12	3	1	2	61
12	3	1	1	74.8	12	3	1	1	58.2	12	3	1	2	39.9
12	3	1	1	22.7	12	3	1	1	16.5	12	3	1	2	39.1
12	3	1	1	81.6	12	3	1	1	87.5	12	3	1	2	39.9
12	3	1	1	72.6	12	3	1	1	55.6	12	3	1	2	79.5
12	3	1	1	61.8	12	3	1	1	78.4	12	3	1	2	83.8
12	3	1	1	79.5	12	3	1	1	65	12	3	1	2	61.2
12	3	1	1	56.2	12	3	1	1	53.9	12	3	1	2	70.8
12	3	1	1	68.9	12	3	1	1	69.8	12	3	1	2	50.9
12	3	1	1	88.5	12	3	1	1	40.6	12	3	1	2	62.9
12	3	1	1	51.5	12	3	1	1	72.5	12	3	1	2	62.4
12	3	1	1	85.9	12	3	1	1	65	12	3	1	2	54.3
12	3	1	1	71.3	12	3	1	1	133.7	12	3	1	2	61
12	3	1	1	73.6	12	3	1	1	87.6	12	3	1	2	69.2
12	3	1	1	68.2	12	3	1	1	66.9	12	3	1	2	95.5
12	3	1	1	21.8	12	3	1	1	73.1	12	3	1	2	65.7
12	3	1	1	62.9	12	3	1	1	50	12	3	1	2	59
12	3	1	1	51.1	12	3	1	1	80	12	3	1	2	82.6
12	3	1	1	70	12	3	1	1	83.4	12	3	1	2	64.5
12	3	1	1	50.6	12	3	1	1	76	12	3	1	2	24.7
12	3	1	1	73.3	12	3	1	1	56.3	12	3	1	2	44.4
12	3	1	1	93.5	12	3	1	1	68.3	12	3	1	2	79.5
12	3	1	1	72.4	12	3	1	1	24.2	12	3	1	2	56.9
12	3	1	1	70.2	12	3	1	1	93.1	12	3	1	2	39.9
12	3	1	1	91.2	12	3	1	1	92.6	12	3	1	2	72.6
12	3	1	1	51.1	12	3	1	1	73.4	12	3	1	2	55.3
12	3	1	1	48.8	12	3	1	1	59.7	12	3	1	2	50.3
12	3	1	1	65	12	3	1	1	59.8	12	3	1	2	70.8
12	3	1	1	65	12	3	1	1	58.1	12	3	1	2	68.2
12	3	1	1	80.5	12	3	1	1	78.1	12	3	1	2	65.7
12	3	1	1	83.2	12	3	1	1	70.3	12	3	1	2	86.4
12	3	1	1	70.8	12	3	1	1	65.4	12	3	1	2	39
12	3	1	1	49.5	12	3	1	1	21.8	12	3	1	2	56.9
12	3	1	1	57.4	12	3	1	1	73.1	12	3	1	2	57.3
12	3	1	1	81.8	12	3	1	1	80.9	12	3	1	2	45.2
12	3	1	1	74.2	12	3	1	1	88.8	12	3	1	2	85.8
12	3	1	1	50.7	12	3	1	1	82.3	12	3	1	2	47.6
12	3	1	1	82.3	12	3	1	1	32.8	12	3	1	2	78.5
12	3	1	1	49.4	12	3	1	1	50.4	12	3	1	2	61
12	3	1	1	68.7	12	3	1	1	59.4	12	3	1	2	61.2
12	3	1	1	80.1	12	3	1	1	54.8	12	3	1	2	98.7
12	3	1	1	22.7	12	3	1	1	68	12	3	1	2	66.7
12	3	1	1	65.4	12	3	1	1	68.1	12	3	1	2	54.4
12	3	1	1	62	12	3	1	1	37.7	12	3	1	2	73.8
12	3	1	1	24.1	12	3	1	1	78.1	12	3	1	2	76.8
12	3	1	1	81.7	12	3	1	1	76.2	12	3	1	2	71.1
12	3	1	1	63.5	12	3	1	1	53.9	12	3	1	2	70.8
12	3	1	1	79.7	12	3	1	1	47.9	12	3	1	2	47.7
12	3	1	1	47.9	12	3	1	1	77.6	12	3	1	2	85
12	3	1	1	76.5	12	3	1	1	63.3	12	3	1	2	51.6
12	3	1	1	73.7	12	3	1	1	59.9	12	3	1	2	50.9
12	3	1	1	63.1	12	3	1	1	62	12	3	1	2	69.7
12	3	1	1	79.9	12	3	1	1	81.3	12	3	1	2	45.9
12	3	1	1	66.6	12	3	1	1	50.1	12	3	1	2	95.7
12	3	1	1	56.3	12	3	1	1	83.3	12	3	1	2	59.1
12	3	1	1	78.2	12	3	1	1	75.8	12	3	1	2	42.2
12	3	1	1	64.6	12	3	1	1	87	12	3	1	2	46.3
12	3	1	1	95.7	12	3	1	1	72.8	12	3	1	2	84.5
12	3	1	1	62.1	12	3	1	1	75.4	12	3	1	2	51.6
12	3	1	1	62.2	12	3	1	1	69.2	12	3	1	2	46.7
12	3	1	1	72.3	12	3	1	1	45.5	12	3	1	2	61.2
12	3	1	1	55.3	12	3	1	1	98.8	12	3	1	2	78.5
12	3	1	1	86.5	12	3	1	1	69	12	3	1	2	55
12	3	1	1	49	12	3	1	1	57	12	3	1	2	44.4
12	3	1	1	30.6	12	3	1	1	65	12	3	1	2	24.7
12	3	1	1	71.2	12	3	1	1	93.5	12	3	1	2	84
12	3	1	1	59.8	12	3	1	1	63.3	12	3	1	2	95.5
12	3	1	1	66.7	12	3	1	1	74	12	3	1	2	93.8
12	3	1	1	59.2	12	3	1	1	59.1	12	3	1	2	47.7
12	3	1	1	51.3	12	3	1	1	20	12	3	1	2	69.2

Site	Lane marking	Wet	Light	Speed	Site	Lane marking	Wet	Light	Speed	Site	Lane marking	Wet	Light	Speed
12	3	1	1	76.9	12	3	1	1	60.9	12	3	1	2	44.5
12	3	1	1	103.6	12	3	1	1	92.9	12	3	1	2	73
12	3	1	1	58.8	12	3	1	1	67.9	12	3	1	2	62.4
12	3	1	1	63.2	12	3	1	1	87.5	12	3	1	2	54.3
12	3	1	1	98.2	12	3	1	1	92.6	12	3	1	2	44.4
12	3	1	1	76.3	12	3	1	1	87.5	12	3	1	2	77.7
12	3	1	1	83.6	12	3	1	1	78.4	12	3	2	1	49.9
12	3	1	1	67.8	12	3	1	1	78.1	12	3	2	1	72.5
12	3	1	1	73.8	12	3	1	1	63.2	12	3	2	1	44
12	3	1	1	59.9	12	3	1	1	79.5	12	3	2	1	56.9
12	3	1	1	65.6	12	3	1	1	86.8	12	3	2	1	63.1
12	3	1	1	92.9	12	3	1	1	56.6	12	3	2	1	63.1
12	3	1	1	22.9	12	3	1	1	44.7	12	3	2	1	59.3
12	3	1	1	44.7	12	3	1	1	76.4	12	3	2	1	69.2
12	3	1	1	33.6	12	3	1	1	58.2	12	3	2	1	64.3
12	3	1	1	52.9	12	3	1	1	68.7	12	3	2	1	47.3
12	3	1	1	64.7	12	3	1	1	52	12	3	2	1	63.8
12	3	1	1	75.9	12	3	1	1	71.1	12	3	2	1	70.6
12	3	1	1	71.9	12	3	1	1	63.5	12	3	2	1	41
12	3	1	1	62.5	12	3	1	1	82	12	3	2	1	48.2
12	3	1	1	103.6	12	3	1	1	60.6	12	3	2	1	63.3
12	3	1	1	86.9	12	3	1	1	17.7	12	3	2	1	77.6
12	3	1	1	71.7	12	3	1	1	48.5	12	3	2	1	87.2
12	3	1	1	77.1	12	3	1	1	60	12	3	2	1	64.8
12	3	1	1	67.6	12	3	1	1	82.4	12	3	2	1	87.2
12	3	1	1	58.9	12	3	1	1	73.1	12	3	2	1	70.3
12	3	1	1	69.3	12	3	1	1	62.9	12	3	2	1	74.2
12	3	1	1	50.6	12	3	1	1	71	12	3	2	1	85.6
12	3	1	1	70.3	12	3	1	1	86.3	12	3	2	1	29.2
12	3	1	1	81.5	12	3	1	1	21.8	12	3	2	1	59.8
12	3	1	1	71.2	12	3	1	1	52.1	12	3	2	1	50.9
12	3	1	1	62.3	12	3	1	1	56.4	12	3	2	1	61.3
12	3	1	1	70.3	12	3	1	1	24.1	12	3	2	1	68.3
12	3	1	1	65.5	12	3	1	1	46.3	12	3	2	1	27.7
12	3	1	1	84.1	12	3	1	1	73.3	12	3	2	1	66.8
12	3	1	1	78.9	12	3	1	1	97.8	12	3	2	1	66.7
12	3	1	1	70.7	12	3	1	1	75	12	3	2	1	45.4
12	3	1	1	72.7	12	3	1	1	69.9	12	3	2	1	72.8
12	3	1	1	56	12	3	1	1	47.5	12	3	2	1	65.1
12	3	1	1	43.3	12	3	1	1	76.2	12	3	2	1	70.9
12	3	1	1	67.4	12	3	1	1	71.6	12	3	2	1	50.7
12	3	1	1	73.1	12	3	1	1	72.6	12	3	2	1	59
12	3	1	1	26	12	3	1	1	51.4	12	3	2	1	57
12	3	1	1	63.8	12	3	1	1	76.3	12	3	2	1	63.2
12	3	1	1	66.9	12	3	1	1	20.1	12	3	2	1	66.6
12	3	1	1	40.5	12	3	1	1	44.1	12	3	2	1	61.5
12	3	1	1	59.9	12	3	1	1	58.6	12	3	2	1	79.6
12	3	1	1	34.7	12	3	1	1	84.3	12	3	2	1	43.8
12	3	1	1	64.2	12	3	1	1	87	12	3	2	1	44
12	3	1	1	58.4	12	3	1	1	63.4	12	3	2	1	66.9
12	3	1	1	50.8	12	3	1	1	27.8	12	3	2	1	73.4
12	3	1	1	59.2	12	3	1	1	20.1	12	3	2	1	73.9
12	3	1	1	83.4	12	3	1	1	76.6	12	3	2	1	92.1
12	3	1	1	54.1	12	3	1	1	66.2	12	3	2	1	55.7
12	3	1	1	48.6	12	3	1	1	51	12	3	2	1	80.8
12	3	1	1	32.4	12	3	1	1	77.7	12	3	2	1	75.9
12	3	1	1	60.7	12	3	1	1	73.6	12	3	2	1	47
12	3	1	1	53.6	12	3	1	1	98.7	12	3	2	1	61.8
12	3	1	1	79.4	12	3	1	1	89.5	12	3	2	1	68.5
12	3	1	1	67.9	12	3	1	1	72.3	12	3	2	1	109.3
12	3	1	1	71.1	12	3	1	1	67	12	3	2	1	62.7
12	3	1	1	68.1	12	3	1	1	73.4	12	3	2	1	78.2
12	3	1	1	22.5	12	3	1	1	79.3	12	3	2	1	72.6
12	3	1	1	66	12	3	1	1	41.6	12	3	2	1	74.2
12	3	1	1	51.6	12	3	1	1	59.3	12	3	2	1	66.2
12	3	1	1	47.8	12	3	1	1	70.6	12	3	2	1	73.7
12	3	1	1	22.2	12	3	1	1	84	12	3	2	1	80.5
12	3	1	1	50.3	12	3	1	1	77.9	12	3	2	1	76.8
12	3	1	1	79.6	12	3	1	1	76.9	12	3	2	1	84.4
12	3	1	1	89.2	12	3	1	1	62.3	12	3	2	1	76.6
12	3	1	1	47.8	12	3	1	1	89.2	12	3	2	1	39.5
12	3	1	1	96.6	12	3	1	1	104	12	3	2	1	80.5
12	3	1	1	116.4	12	3	1	1	61.5	12	3	2	1	58.5
12	3	1	1	58.9	12	3	1	1	66	12	3	2	1	48.2
12	3	1	1	63.1	12	3	1	1	112.2	12	3	2	1	63.1

Site	Lane marking	Wet	Light	Speed	Site	Lane marking	Wet	Light	Speed	Site	Lane marking	Wet	Light	Speed
12	3	1	1	82.7	12	3	1	1	82.3	12	3	2	1	76.1
12	3	1	1	70.3	12	3	1	1	72.7	12	3	2	1	58.5
12	3	1	1	83.2	12	3	1	1	60.2	12	3	2	1	63.1
12	3	1	1	42.1	12	3	1	1	68.4	12	3	2	1	68.5
12	3	1	1	63.2	12	3	1	1	62.4	12	3	2	1	63.1
12	3	1	1	55.8	12	3	1	1	59.5	12	3	2	1	63.2
12	3	1	1	43.7	12	3	1	1	75.6	12	3	2	1	63.1
12	3	1	1	56.3	12	3	1	1	53.9	12	3	2	1	60.6
12	3	1	1	69.7	12	3	1	1	71.9	12	3	2	1	28.5
12	3	1	1	75	12	3	1	1	72.7	12	3	2	1	37.6
12	3	1	1	66.2	12	3	1	1	60.4	12	3	2	1	87.6
12	3	1	1	84.7	12	3	1	1	21.5	12	3	2	1	64.8
12	3	1	1	32.7	12	3	1	1	44.4	12	3	2	1	82.2
12	3	1	1	93.1	12	3	1	1	25.9	12	3	2	1	63.3
12	3	1	1	74.8	12	3	1	1	72.3	12	3	2	1	62.1
12	3	1	1	78.4	12	3	1	1	71	12	3	2	1	87.4
12	3	1	1	49.6	12	3	1	1	81.8	12	3	2	1	64.2
12	3	1	1	54.5	12	3	1	1	33.9	12	3	2	1	47.9
12	3	1	1	74.1	12	3	1	1	48.2	12	3	2	1	80.5
12	3	1	1	64.4	12	3	1	1	71.3	12	3	2	1	62.8
12	3	1	1	67.6	12	3	1	1	60	12	3	2	1	80.5
12	3	1	1	122.6	12	3	1	1	50.4	12	3	2	2	67.9
12	3	1	1	70.4	12	3	1	1	30.6	12	3	2	2	90.4
12	3	1	1	70.4	12	3	1	1	45.1	12	3	2	2	45.5
12	3	1	1	61.2	12	3	1	1	94	12	3	2	2	83.7
12	3	1	1	55.6	12	3	1	1	60.1	12	3	2	2	64.3
12	3	1	1	80	12	3	1	1	98.6	12	3	2	2	74.6
12	3	1	1	58.5	12	3	1	1	85.7	12	3	2	2	74
12	3	1	1	67	12	3	1	1	54.7	12	3	2	2	57.3
12	3	1	1	68.3	12	3	1	1	71.6	12	3	2	2	81.1
12	3	1	1	75.2	12	3	1	1	48.7	12	3	2	2	42.9
12	3	1	1	78.6	12	3	1	1	63.3	12	3	2	2	66.4
12	3	1	1	44.6	12	3	1	1	59.2	12	3	2	2	59.5
12	3	1	1	89.1	12	3	1	1	72.7	12	3	2	2	50.8
12	3	1	1	67.4	12	3	1	1	61.4	12	3	2	2	52.9
12	3	1	1	83.2	12	3	1	1	73.3	12	3	2	2	64.3
12	3	1	1	73.1	12	3	1	1	62.1	12	3	2	2	64.3
12	3	1	1	58.5	12	3	1	1	72.6	12	3	2	2	74
12	3	1	1	38	12	3	1	1	78.1	12	3	2	2	126.4
12	3	1	1	89.1	12	3	1	1	53.2	12	2	2	2	93.1
12	3	1	1	37.3	12	3	1	1	78.5	12	2	2	2	57.3
12	3	1	1	83	12	3	1	1	77.7					

Site	Lane marking	Wet	Light	Speed	Site	Lane marking	Wet	Light	Speed	Site	Lane marking	Wet	Light	Speed
13	3	1	1	70.5	13	3	1	1	86.3	13	3	1	1	18.9
13	3	1	1	73.9	13	3	1	1	90.5	13	3	1	1	77.2
13	3	1	1	86.5	13	3	1	1	40.8	13	3	1	1	25.1
13	3	1	1	21.9	13	3	1	1	87.9	13	3	1	1	36.3
13	3	1	1	57.1	13	3	1	1	88.5	13	3	1	1	85.5
13	3	1	1	64.1	13	3	1	1	39.8	13	3	1	1	85.6
13	3	1	1	77.6	13	3	1	1	85.7	13	3	1	1	83.5
13	3	1	1	99.7	13	3	1	1	76	13	3	1	1	93.4
13	3	1	1	78.3	13	3	1	1	85.4	13	3	1	1	65.8
13	3	1	1	73.9	13	3	1	1	39.7	13	3	1	1	79
13	3	1	1	77.8	13	3	1	1	75.6	13	3	1	1	79.9
13	3	1	1	12	13	3	1	1	46.7	13	3	1	1	84.5
13	3	1	1	26.9	13	3	1	1	86.6	13	3	1	1	62.9
13	3	1	1	81.8	13	3	1	1	99.4	13	3	1	1	77.8
13	3	1	1	57.2	13	3	1	1	62.1	13	3	1	1	50.7
13	3	1	1	58.8	13	3	1	1	48.2	13	3	1	1	26.5
13	3	1	1	96.9	13	3	1	1	81.2	13	3	1	1	78
13	3	1	1	39.5	13	3	1	1	57.2	13	3	1	1	87.9
13	3	1	1	70.8	13	3	1	1	55	13	3	1	1	116.9
13	3	1	1	54.7	13	3	1	1	100	13	3	1	1	62.7
13	3	1	1	62.6	13	3	1	1	85	13	3	1	1	66
13	3	1	1	31.1	13	3	1	1	75.5	13	3	1	1	27.7
13	3	1	1	54.1	13	3	1	1	52.3	13	3	1	1	24.1
13	3	1	1	54.7	13	3	1	1	23.7	13	3	1	1	44.1
13	3	1	1	40.7	13	3	1	1	26.6	13	3	1	1	90
13	3	1	1	75.4	13	3	1	1	109.6	13	3	1	1	80
13	3	1	1	73.5	13	3	1	1	86.3	13	3	1	1	38.9
13	3	1	1	19.6	13	3	1	1	101.2	13	3	1	1	60.3
13	3	1	1	97.4	13	3	1	1	67.4	13	3	1	1	87.1
13	3	1	1	27.2	13	3	1	1	73.2	13	3	1	1	56.7
13	3	1	1	53.6	13	3	1	1	82.8	13	3	1	1	85.6
13	3	1	1	65.3	13	3	1	1	76.7	13	3	1	1	65.2
13	3	1	1	80.3	13	3	1	1	65.6	13	3	1	1	78
13	3	1	1	53.4	13	3	1	1	76.3	13	3	1	1	55.3
13	3	1	1	82.4	13	3	1	1	82.5	13	3	1	1	95.3
13	3	1	1	74.5	13	3	1	1	85	13	3	1	1	76.8
13	3	1	1	67.4	13	3	1	1	41.7	13	3	1	1	16.6
13	3	1	1	70.2	13	3	1	1	80.6	13	3	1	1	69
13	3	1	1	22.6	13	3	1	1	72.3	13	3	1	1	76.8
13	3	1	1	55.2	13	3	1	1	56.3	13	3	1	1	37.5
13	3	1	1	85.2	13	3	1	1	46.9	13	3	1	1	89
13	3	1	1	63.4	13	3	1	1	75.1	13	3	1	1	70.1
13	3	1	1	19.4	13	3	1	1	66.6	13	3	1	1	99.4
13	3	1	1	21.8	13	3	1	1	98.4	13	3	1	1	88.2
13	3	1	1	59.6	13	3	1	1	76.1	13	3	1	1	78.8
13	3	1	1	93.3	13	3	1	1	105.6	13	3	1	1	46.2
13	3	1	1	44.8	13	3	1	1	76.2	13	3	1	1	101.9
13	3	1	1	47.8	13	3	1	1	37.8	13	3	1	1	61
13	3	1	1	86.7	13	3	1	1	26.9	13	3	1	1	45.5
13	3	1	1	73	13	3	1	1	29.3	13	3	1	1	88.9
13	3	1	1	47.8	13	3	1	1	85.6	13	3	1	1	72
13	3	1	1	70.5	13	3	1	1	104.4	13	3	1	1	78.2
13	3	1	1	52.2	13	3	1	1	85	13	3	1	1	74.8
13	3	1	1	81.7	13	3	1	1	102	13	3	1	1	85.9
13	3	1	1	64.6	13	3	1	1	70.2	13	3	1	1	85.2
13	3	1	1	76.7	13	3	1	1	84.6	13	3	1	1	46.2
13	3	1	1	39.2	13	3	1	1	76.1	13	3	1	1	64.7
13	3	1	1	118.2	13	3	1	1	68.1	13	3	1	1	88.6
13	3	1	1	77.6	13	3	1	1	88.2	13	3	1	1	71.8
13	3	1	1	21.8	13	3	1	1	49	13	3	1	1	53.1
13	3	1	1	110.1	13	3	1	1	21.9	13	3	1	1	45.4
13	3	1	1	95.3	13	3	1	1	61.5	13	3	1	1	97
13	3	1	1	58.3	13	3	1	1	77.9	13	3	1	1	52.8
13	3	1	1	108.6	13	3	1	1	89.7	13	3	1	1	85.9
13	3	1	1	68.1	13	3	1	1	64.7	13	3	1	1	47.3
13	3	1	1	66.4	13	3	1	1	19.4	13	3	1	1	48.1
13	3	1	1	76.1	13	3	1	1	31.8	13	3	1	2	86.4
13	3	1	1	91.3	13	3	1	1	43.4	13	3	1	2	79.3
13	3	1	1	79.5	13	3	1	1	82.5	13	3	1	2	79.8
13	3	1	1	94.5	13	3	1	1	70.5	13	3	1	2	119
13	3	1	1	66.7	13	3	1	1	87.9	13	3	1	2	80.2
13	3	1	1	63.7	13	3	1	1	58.1	13	3	1	2	77.9
13	3	1	1	75.7	13	3	1	1	73.3	13	3	1	2	73.4
13	3	1	1	78.4	13	3	1	1	84.2	13	3	1	2	81
13	3	1	1	77.9	13	3	1	1	78.2	13	3	1	2	77.3

Site	Lane marking	Wet	Light	Speed	Site	Lane marking	Wet	Light	Speed	Site	Lane marking	Wet	Light	Speed
13	3	1	1	59.6	13	3	1	1	79.1	13	3	1	2	76.3
13	3	1	1	77.4	13	3	1	1	91.3	13	3	1	2	92.3
13	3	1	1	102.4	13	3	1	1	89	13	3	1	2	92.3
13	3	1	1	62.1	13	3	1	1	70.2	13	3	1	2	76.3
13	3	1	1	39.2	13	3	1	1	93.3	13	3	1	2	69.8
13	3	1	1	34.5	13	3	1	1	41.5	13	3	1	2	91.6
13	3	1	1	86.6	13	3	1	1	77.8	13	3	1	2	66
13	3	1	1	84.5	13	3	1	1	65.4	13	3	1	2	70.1
13	3	1	1	91.3	13	3	1	1	94.1	13	3	1	2	76.1
13	3	1	1	75.1	13	3	1	1	57.8	13	3	1	2	90.6
13	3	1	1	26.8	13	3	1	1	81.7	13	3	1	2	90.3
13	3	1	1	27.7	13	3	1	1	74	13	3	1	2	101.1
13	3	1	1	53.4	13	3	1	1	124	13	3	1	2	70.4
13	3	1	1	77.2	13	3	1	1	57.3	13	3	1	2	45.5
13	3	1	1	75.4	13	3	1	1	62.4	13	3	1	2	66
13	3	1	1	78.2	13	3	1	1	31.5	13	3	1	2	42.1
13	3	1	1	61.5	13	3	1	1	67.3	13	3	1	2	70.4
13	3	1	1	31.4	13	3	1	1	68.1	13	3	1	2	52.2
13	3	1	1	124	13	3	1	1	88.3	13	3	1	2	84.2
13	3	1	1	58.8	13	3	1	1	72	13	3	1	2	79.3
13	3	1	1	82.7	13	3	1	1	44	13	3	1	2	74.7
13	3	1	1	87.4	13	3	1	1	50.3	13	3	1	2	84.4
13	3	1	1	65.6	13	3	1	1	66.7	13	3	1	2	67.1
13	3	1	1	39.5	13	3	1	1	84.9	13	3	1	2	82
13	3	1	1	83.5	13	3	1	1	51.2	13	3	1	2	91.6
13	3	1	1	66.1	13	3	1	1	76.9	13	3	1	2	48.5
13	3	1	1	74.3	13	3	1	1	72.6	13	3	1	2	60.2
13	3	1	1	71.1	13	3	1	1	88.9	13	3	1	2	73.3
13	3	1	1	63.6	13	3	1	1	21.8	13	3	1	2	58
13	3	1	1	49.2	13	3	1	1	66.5	13	3	1	2	74.7
13	3	1	1	98.3	13	3	1	1	65.9	13	3	1	2	83.6
13	3	1	1	77.9	13	3	1	1	73.1	13	3	1	2	90
13	3	1	1	52.1	13	3	1	1	41.7	13	3	1	2	101.1
13	3	1	1	93.3	13	3	1	1	76.9	13	3	1	2	48.2
13	3	1	1	98.6	13	3	1	1	74.3	13	3	1	2	79.8
13	3	1	1	109.6	13	3	1	1	81.9	13	3	1	2	73.3
13	3	1	1	44.3	13	3	1	1	59.7	13	3	1	2	72.4
13	3	1	1	75.2	13	3	1	1	112.3	13	3	1	2	21.1
13	3	1	1	83.2	13	3	1	1	81.8	13	3	1	2	76
13	3	1	1	83.5	13	3	1	1	21.8	13	3	1	2	71.3
13	3	1	1	69.7	13	3	1	1	81.3	13	3	1	2	60.2
13	3	1	1	29.4	13	3	1	1	53.6	13	3	1	2	81
13	3	1	1	65.2	13	3	1	1	66.6	13	3	1	2	84.4
13	3	1	1	31.8	13	3	1	1	91.3	13	3	1	2	77.6
13	3	1	1	69.6	13	3	1	1	70.5	13	3	1	2	74.7
13	3	1	1	93.9	13	3	1	1	106.6	13	3	1	2	96.4
13	3	1	1	50.7	13	3	1	1	112.9	13	3	1	2	77.6
13	3	1	1	58.8	13	3	1	1	46.2	13	3	1	2	54.4
13	3	1	1	38.3	13	3	1	1	38.9	13	3	1	2	46
13	3	1	1	75.9	13	3	1	1	89.8	13	3	1	2	79.3
13	3	1	1	53.6	13	3	1	1	97	13	3	1	2	101.1
13	3	1	1	89.7	13	3	1	1	27	13	3	1	2	91.6
13	3	1	1	43.5	13	3	1	1	13	13	3	1	2	76.3
13	3	1	1	99.4	13	3	1	1	74.4	13	3	1	2	77.3
13	3	1	1	37.5	13	3	1	1	70.2	13	3	1	2	66.3
13	3	1	1	93.4	13	3	1	1	87.7	13	3	1	2	64.8
13	3	1	1	52.7	13	3	1	1	33	13	3	1	2	21.1
13	3	1	1	48.6	13	3	1	1	100.3	13	3	1	2	77.6
13	3	1	1	36	13	3	1	1	76.9	13	3	1	2	42.1
13	3	1	1	100.4	13	3	1	1	53.4	13	3	1	2	65.1
13	3	1	1	37.5	13	3	1	1	64	13	3	1	2	65.1
13	3	1	1	93.4	13	3	1	1	67.4	13	3	1	2	91.6
13	3	1	1	79.9	13	3	1	1	91.6	13	3	1	2	53.2
13	3	1	1	69.3	13	3	1	1	70.2	13	3	1	2	80.2
13	3	1	1	89.5	13	3	1	1	82.6	13	3	1	2	75.8
13	3	1	1	60.9	13	3	1	1	75.6	13	3	1	2	84.4
13	3	1	1	73.3	13	3	1	1	104.4	13	3	1	2	101.1
13	3	1	1	74.4	13	3	1	1	29.9	13	3	1	2	80.2
13	3	1	1	78	13	3	1	1	92	13	3	1	2	84.2
13	3	1	1	51.3	13	3	1	1	72.4	13	3	1	2	77.9
13	3	1	1	117.8	13	3	1	1	108.6	13	3	1	2	76.1
13	3	1	1	45.4	13	3	1	1	79.7	13	3	1	2	76.1
13	3	1	1	55.2	13	3	1	1	58	13	3	1	2	71.5
13	3	1	1	77.8	13	3	1	1	69.2	13	3	1	2	59.1
13	3	1	1	67.4	13	3	1	1	62.4	13	3	1	2	75.2

Site	Lane marking	Wet	Light	Speed	Site	Lane marking	Wet	Light	Speed	Site	Lane marking	Wet	Light	Speed
13	3	1	1	46.7	13	3	1	1	44.3	13	3	1	2	95.8
13	3	1	1	49.5	13	3	1	1	65.4	13	3	1	2	66.5
13	3	1	1	70.2	13	3	1	1	41.9	13	3	1	2	92.8
13	3	1	1	59.7	13	3	1	1	45.7	13	3	1	2	75.5
13	3	1	1	77.6	13	3	1	1	86.5	13	3	1	2	24.6
13	3	1	1	77.1	13	3	1	1	109.6	13	3	1	2	70.1
13	3	1	1	43.2	13	3	1	1	39.8	13	3	2	1	82.3
13	3	1	1	64.3	13	3	1	1	31.4	13	3	2	1	89.4
13	3	1	1	35.2	13	3	1	1	85.4	13	3	2	1	51.1
13	3	1	1	77.3	13	3	1	1	83.2	13	3	2	1	96.7
13	3	1	1	47.4	13	3	1	1	49.9	13	3	2	1	106.7
13	3	1	1	80.5	13	3	1	1	69.3	13	3	2	1	67.2
13	3	1	1	75.5	13	3	1	1	45.5	13	3	2	1	64.5
13	3	1	1	21	13	3	1	1	60.6	13	3	2	1	40.7
13	3	1	1	86.3	13	3	1	1	60.6	13	3	2	1	84.6
13	3	1	1	54.8	13	3	1	1	66.3	13	3	2	1	65.1
13	3	1	1	88.5	13	3	1	1	79	13	3	2	1	84
13	3	1	1	83.1	13	3	1	1	86.3	13	3	2	1	49.3
13	3	1	1	62.4	13	3	1	1	103	13	3	2	1	49.3
13	3	1	1	90.9	13	3	1	1	108.6	13	3	2	1	96.2
13	3	1	1	95	13	3	1	1	52.2	13	3	2	1	92
13	3	1	1	31.8	13	3	1	1	69.3	13	3	2	1	65.1
13	3	1	1	44.8	13	3	1	1	60.3	13	3	2	1	65.1
13	3	1	1	73.9	13	3	1	1	70.8	13	3	2	1	49.3
13	3	1	1	73.4	13	3	1	1	69.5	13	3	2	1	61.3
13	3	1	1	85.4	13	3	1	1	49.9	13	3	2	1	65.1
13	3	1	1	77.7	13	3	1	1	54.5	13	3	2	1	83.3
13	3	1	1	65.2	13	3	1	1	55.9	13	3	2	1	79
13	3	1	1	43.5	13	3	1	1	80	13	3	2	1	86.3
13	3	1	1	58	13	3	1	1	91.8	13	3	2	1	87.5
13	3	1	1	40	13	3	1	1	41.5	13	3	2	1	71.1
13	3	1	1	81.7	13	3	1	1	59.6	13	3	2	1	77.6
13	3	1	1	65.3	13	3	1	1	84.1	13	3	2	1	43.5
13	3	1	1	70.9	13	3	1	1	74.6	13	3	2	1	65.1
13	3	1	1	20.5	13	3	1	1	84.2	13	3	2	1	43.5
13	3	1	1	54.1	13	3	1	1	34.5	13	3	2	1	83.2
13	3	1	1	58.3	13	3	1	1	91.6	13	3	2	1	71.9
13	3	1	1	58.8	13	3	1	1	85.4	13	3	2	1	86.3
13	3	1	1	50.2	13	3	1	1	86.5	13	3	2	1	79.7
13	3	1	1	41	13	3	1	1	74.4	13	3	2	1	84.9
13	3	1	1	67.7	13	3	1	1	58.8	13	3	2	1	87.3
13	3	1	1	62.9	13	3	1	1	65.8	13	3	2	1	44.7
13	3	1	1	97.5	13	3	1	1	56.4	13	3	2	1	92.9
13	3	1	1	68	13	3	1	1	67.3	13	3	2	1	81.4
13	3	1	1	85.9	13	3	1	1	67.9	13	3	2	1	18.8
13	3	1	1	99.4	13	3	1	1	78.2	13	3	2	1	79.6
13	3	1	1	96.3	13	3	1	1	13.7	13	3	2	1	74.6
13	3	1	1	58	13	3	1	1	23.1	13	3	2	1	18.8
13	3	1	1	70.4	13	3	1	1	88.7	13	3	2	1	73.6
13	3	1	1	70.5	13	3	1	1	70.6	13	3	2	1	42
13	3	1	1	108.6	13	3	1	1	78.3	13	3	2	1	79.7
13	3	1	1	104.9	13	3	1	1	87.4	13	3	2	1	83.3
13	3	1	1	89.7	13	3	1	1	78.4	13	3	2	1	55.6
13	3	1	1	84.3	13	3	1	1	94.4	13	3	2	1	90.9
13	3	1	1	89.5	13	3	1	1	53.6	13	3	2	1	61.3
13	3	1	1	71.6	13	3	1	1	54.7	13	3	2	1	76.3
13	3	1	1	55.4	13	3	1	1	78.3	13	3	2	1	33
13	3	1	1	99.7	13	3	1	1	63.6	13	3	2	1	57.3
13	3	1	1	97.5	13	3	1	1	64.6	13	3	2	1	79.9
13	3	1	1	108.6	13	3	1	1	73.5	13	3	2	1	53
13	3	1	1	45.7	13	3	1	1	76.4	13	3	2	1	67.2
13	3	1	1	76.2	13	3	1	1	31.7	13	3	2	1	51.1
13	3	1	1	75	13	3	1	1	73.5	13	3	2	1	79
13	3	1	1	83.6	13	3	1	1	96.2	13	3	2	1	92
13	3	1	1	90.3	13	3	1	1	46.4	13	3	2	1	74.6
13	3	1	1	71.2	13	3	1	1	48	13	3	2	1	87.8
13	3	1	1	74	13	3	1	1	62.6	13	3	2	1	87.8
13	3	1	1	65.8	13	3	1	1	13	13	3	2	1	79.3
13	3	1	1	77.6	13	3	1	1	82.8	13	3	2	1	51.1
13	3	1	1	71.2	13	3	1	1	80.4	13	3	2	1	78.5
13	3	1	1	91.4	13	3	1	1	72.6	13	3	2	1	74.5
13	3	1	1	81.2	13	3	1	1	72.6	13	3	2	1	40.7
13	3	1	1	61.8	13	3	1	1	75.6	13	3	2	1	88.2
13	3	1	1	87.4	13	3	1	1	33	13	3	2	1	72.7
13	3	1	1	119.4	13	3	1	1	85.6	13	3	2	1	48.9

Site	Lane marking	Wet	Light	Speed	Site	Lane marking	Wet	Light	Speed	Site	Lane marking	Wet	Light	Speed
13	3	1	1	65.7	13	3	1	1	87.8	13	3	2	1	65.1
13	3	1	1	91.3	13	3	1	1	63.1	13	3	2	1	53.6
13	3	1	1	68.3	13	3	1	1	74.4	13	3	2	1	79.3
13	3	1	1	81.7	13	3	1	1	70.8	13	3	2	1	65.3
13	3	1	1	76.6	13	3	1	1	25.4	13	3	2	1	42.6
13	3	1	1	29.4	13	3	1	1	43	13	3	2	1	65
13	3	1	1	89.7	13	3	1	1	76.4	13	3	2	1	53.6
13	3	1	1	85.5	13	3	1	1	74.1	13	3	2	1	53.6
13	3	1	1	84.2	13	3	1	1	71.4	13	3	2	1	61.3
13	3	1	1	79.1	13	3	1	1	27.2	13	3	2	1	96.2
13	3	1	1	79.9	13	3	1	1	71.6	13	3	2	1	80.4
13	3	1	1	78.2	13	3	1	1	86.3	13	3	2	1	79
13	3	1	1	55.5	13	3	1	1	77.9	13	3	2	1	84.7
13	3	1	1	77.9	13	3	1	1	29.4	13	3	2	1	86.9
13	3	1	1	67.2	13	3	1	1	45.2	13	3	2	1	79.6
13	3	1	1	37.5	13	3	1	1	69.3	13	3	2	1	71.9
13	3	1	1	95.7	13	3	1	1	29.9	13	3	2	1	78.6
13	3	1	1	97.2	13	3	1	1	74.4	13	3	2	1	83.3
13	3	1	1	62.1	13	3	1	1	68.1	13	3	2	1	73.6
13	3	1	1	69.9	13	3	1	1	104	13	3	2	1	92.2
13	3	1	1	68.1	13	3	1	1	82.8	13	3	2	1	62.5
13	3	1	1	97.9	13	3	1	1	83.2	13	3	2	2	102.3
13	3	1	1	73.9	13	3	1	1	46.3	13	3	2	2	96.2
13	3	1	1	64.6	13	3	1	1	45.7	13	3	2	2	100.9
13	3	1	1	76.1	13	3	1	1	76.2	13	3	2	2	77.6
13	3	1	1	93.1	13	3	1	1	55	13	3	2	2	71.6
13	3	1	1	48.9	13	3	1	1	83.2	13	3	2	2	95.6
13	3	1	1	86.7	13	3	1	1	91.2	13	3	2	2	89.9
13	3	1	1	48	13	3	1	1	82.7	13	3	2	2	96.2
13	3	1	1	59.8	13	3	1	1	63.9	13	3	2	2	95.6
13	3	1	1	91.2	13	3	1	1	60.2	13	3	2	2	96.2
13	3	1	1	86.3	13	3	1	1	48.2	13	3	2	2	96.3
13	3	1	1	20.1	13	3	1	1	68.3	13	3	2	2	89.9
13	3	1	1	77.9	13	3	1	1	48.2	13	3	2	2	100.9
13	3	1	1	88.7	13	3	1	1	29.4	13	3	2	2	100.9
13	3	1	1	76.1	13	3	1	1	82.9	13	3	2	2	71.6
13	3	1	1	90.7	13	3	1	1	56.7	13	3	2	2	77.6
13	3	1	1	38.3	13	3	1	1	48	13	3	2	2	102.3
13	3	1	1	64.4	13	3	1	1	89.2	13	3	2	2	71.6
13	3	1	1	85.3	13	3	1	1	103.8	13	3	2	2	96.3
13	3	1	1	58	13	3	1	1	44	13	3	2	2	95.2
13	3	1	1	95	13	3	1	1	58.3					

Site	Lane marking	Wet	Light	Speed	Site	Lane marking	Wet	Light	Speed	Site	Lane marking	Wet	Light	Speed
14	2	1	1	91	14	2	1	1	100.3	14	2	1	1	94
14	2	1	1	82.6	14	2	1	1	91.7	14	2	1	1	74.2
14	2	1	1	101.3	14	2	1	1	78.6	14	2	1	1	100.7
14	2	1	1	85.7	14	2	1	1	90.7	14	2	1	1	71.6
14	2	1	1	90.4	14	2	1	1	96.1	14	2	1	1	86.2
14	2	1	1	85.5	14	2	1	1	75.1	14	2	1	1	90.7
14	2	1	1	92.4	14	2	1	1	84.5	14	2	1	1	93.9
14	2	1	1	92.1	14	2	1	1	75.8	14	2	1	1	107.4
14	2	1	1	88.1	14	2	1	1	99.5	14	2	1	1	90.3
14	2	1	1	57	14	2	1	1	100.4	14	2	1	1	72.3
14	2	1	1	69.4	14	2	1	1	79.4	14	2	1	1	88.3
14	2	1	1	84.6	14	2	1	1	94.4	14	2	1	1	87.2
14	2	1	1	71.3	14	2	1	1	86.6	14	2	1	1	94.8
14	2	1	1	94.4	14	2	1	1	97.7	14	2	1	1	80.1
14	2	1	1	93.9	14	2	1	1	80.7	14	2	1	1	31.3
14	2	1	1	105.1	14	2	1	1	91.1	14	2	1	1	86.4
14	2	1	1	77.9	14	2	1	1	59.6	14	2	1	1	92.6
14	2	1	1	105.1	14	2	1	1	74	14	2	1	1	94.2
14	2	1	1	109.7	14	2	1	1	84.6	14	2	1	1	78.6
14	2	1	1	81.5	14	2	1	1	68	14	2	1	1	77.7
14	2	1	1	76.3	14	2	1	1	90.7	14	2	1	1	88.9
14	2	1	1	112.7	14	2	1	1	66.1	14	2	1	1	80.9
14	2	1	1	85.2	14	2	1	1	87.3	14	2	1	1	87.3
14	2	1	1	86.1	14	2	1	1	90.5	14	2	1	1	81.3
14	2	1	1	86.2	14	2	1	1	66	14	2	1	1	75.4
14	2	1	1	91.1	14	2	1	1	83.2	14	2	1	1	72.9
14	2	1	1	87.9	14	2	1	1	78.1	14	2	1	1	79.5
14	2	1	1	70.3	14	2	1	1	98.8	14	2	1	1	81.9
14	2	1	1	97.7	14	2	1	1	88.8	14	2	1	1	80
14	2	1	1	105	14	2	1	1	79.9	14	2	1	1	79.2
14	2	1	1	61.2	14	2	1	1	107.4	14	2	1	1	79
14	2	1	1	80	14	2	1	1	72.4	14	2	1	1	89.7
14	2	1	1	93	14	2	1	1	77.4	14	2	1	1	99.6
14	2	1	1	56.7	14	2	1	1	80.1	14	2	1	1	66.1
14	2	1	1	100.4	14	2	1	1	95.9	14	2	1	1	92.4
14	2	1	1	87.6	14	2	1	1	87.3	14	2	1	1	66
14	2	1	1	80	14	2	1	1	93	14	2	1	1	75.9
14	2	1	1	75.1	14	2	1	1	115.4	14	2	1	1	100.9
14	2	1	1	88.3	14	2	1	1	93.9	14	2	1	1	80.3
14	2	1	1	85.8	14	2	1	1	94.2	14	2	1	1	82.6
14	2	1	1	97.7	14	2	1	1	100.5	14	2	1	1	93.8
14	2	1	1	79.2	14	2	1	1	108.6	14	2	1	1	43.4
14	2	1	1	94.7	14	2	1	1	89.1	14	2	1	1	32.5
14	2	1	1	95.9	14	2	1	1	74.4	14	2	1	1	62.6
14	2	1	1	87.5	14	2	1	1	67.3	14	2	1	1	95
14	2	1	1	79.9	14	2	1	1	89.4	14	2	1	1	84
14	2	1	1	98.7	14	2	1	1	99.2	14	2	1	1	78.3
14	2	1	1	68	14	2	1	1	98.3	14	2	1	1	93.7
14	2	1	1	98.8	14	2	1	1	102.8	14	2	1	1	85.7
14	2	1	1	63.8	14	2	1	1	97.3	14	2	1	1	74.8
14	2	1	1	75.4	14	2	1	1	110.8	14	2	1	1	107.1
14	2	1	1	81.7	14	2	1	1	89.3	14	2	1	1	78.9
14	2	1	1	81.9	14	2	1	1	94.8	14	2	1	1	95
14	2	1	1	80.5	14	2	1	1	89.6	14	2	1	1	94.8
14	2	1	1	88.1	14	2	1	1	67.3	14	2	1	1	87.3
14	2	1	1	76.3	14	2	1	1	91.4	14	2	1	1	58.4
14	2	1	1	68.3	14	2	1	1	66.6	14	2	1	1	99
14	2	1	1	85	14	2	1	1	89.2	14	2	1	1	112.7
14	2	1	1	106	14	2	1	1	46.7	14	2	1	1	96.3
14	2	1	1	91.5	14	2	1	1	97.7	14	2	1	1	104.2
14	2	1	1	60.3	14	2	1	1	81.4	14	2	1	1	75.5
14	2	1	1	94	14	2	1	1	82.7	14	2	1	1	82.7
14	2	1	1	88.7	14	2	1	1	79.4	14	2	1	1	66.1
14	2	1	1	90.9	14	2	1	1	65.1	14	2	1	1	85.3
14	2	1	1	102.2	14	2	1	1	85	14	2	1	1	93.7
14	2	1	1	89.3	14	2	1	1	77.3	14	2	1	1	112.7
14	2	1	1	79.6	14	2	1	1	68.3	14	2	1	2	134.6
14	2	1	1	77.1	14	2	1	1	103.3	14	2	1	2	90.6
14	2	1	1	76.7	14	2	1	1	68.2	14	2	1	2	67.7
14	2	1	1	81.6	14	2	1	1	89.5	14	2	1	2	85.6
14	2	1	1	92.9	14	2	1	1	99.9	14	2	1	2	84.2
14	2	1	1	81.8	14	2	1	1	81.9	14	2	1	2	90.2
14	2	1	1	65.2	14	2	1	1	73.5	14	2	1	2	66.6
14	2	1	1	74.1	14	2	1	1	76.1	14	2	1	2	0
14	2	1	1	53.1	14	2	1	1	88.3	14	2	1	2	76.6

Site	Lane marking	Wet	Light	Speed	Site	Lane marking	Wet	Light	Speed	Site	Lane marking	Wet	Light	Speed
14	2	1	1	91.1	14	2	1	1	75	14	2	1	2	70.4
14	2	1	1	85.8	14	2	1	1	97.6	14	2	1	2	81.2
14	2	1	1	65.8	14	2	1	1	49.6	14	2	1	2	76.4
14	2	1	1	68.9	14	2	1	1	100.5	14	2	1	2	77.7
14	2	1	1	85.1	14	2	1	1	96.8	14	2	1	2	84.3
14	2	1	1	87.6	14	2	1	1	85.5	14	2	1	2	79.1
14	2	1	1	85.7	14	2	1	1	55.9	14	2	1	2	76.6
14	2	1	1	118.8	14	2	1	1	92.7	14	2	1	2	73
14	2	1	1	95.7	14	2	1	1	29.4	14	2	1	2	77.6
14	2	1	1	79.8	14	2	1	1	90.4	14	2	1	2	83.9
14	2	1	1	88.1	14	2	1	1	91.9	14	2	1	2	81.4
14	2	1	1	94.8	14	2	1	1	81.4	14	2	1	2	99.2
14	2	1	1	96.4	14	2	1	1	73	14	2	1	2	85.8
14	2	1	1	86.5	14	2	1	1	75.1	14	2	1	2	72.9
14	2	1	1	81.7	14	2	1	1	81.6	14	2	1	2	76.7
14	2	1	1	108.1	14	2	1	1	96.9	14	2	1	2	84
14	2	1	1	90.8	14	2	1	1	70.2	14	2	1	2	79.8
14	2	1	1	103.2	14	2	1	1	108.2	14	2	1	2	79.1
14	2	1	1	64.2	14	2	1	1	93.7	14	2	1	2	81.8
14	2	1	1	64.8	14	2	1	1	98.7	14	2	1	2	69.6
14	2	1	1	71.7	14	2	1	1	81.5	14	2	1	2	75.4
14	2	1	1	105	14	2	1	1	77.7	14	2	1	2	81.8
14	2	1	1	75.9	14	2	1	1	91.1	14	2	1	2	82.7
14	2	1	1	84.4	14	2	1	1	76	14	2	1	2	65.7
14	2	1	1	72.9	14	2	1	1	86.6	14	2	1	2	60.7
14	2	1	1	89.6	14	2	1	1	51.4	14	2	1	2	75.6
14	2	1	1	62.6	14	2	1	1	101.1	14	2	1	2	120
14	2	1	1	90.4	14	2	1	1	79.7	14	2	1	2	69.1
14	2	1	1	112.1	14	2	1	1	97.7	14	2	1	2	88.2
14	2	1	1	83.6	14	2	1	1	72.4	14	2	1	2	106
14	2	1	1	93.6	14	2	1	1	153.8	14	2	1	2	84.1
14	2	1	1	103.3	14	2	1	1	91.1	14	2	1	2	76.9
14	2	1	1	83.2	14	2	1	1	85.3	14	2	1	2	74
14	2	1	1	110.8	14	2	1	1	85.8	14	2	1	2	103.3
14	2	1	1	44.8	14	2	1	1	86	14	2	1	2	80.6
14	2	1	1	83.2	14	2	1	1	43.4	14	2	1	2	79
14	2	1	1	69.4	14	2	1	1	88.7	14	2	1	2	80.7
14	2	1	1	89.5	14	2	1	1	82.1	14	2	1	2	82.6
14	2	1	1	91.7	14	2	1	1	88.6	14	2	1	2	105.2
14	2	1	1	92.7	14	2	1	1	79.1	14	2	1	2	82.3
14	2	1	1	82.1	14	2	1	1	81.6	14	2	1	2	86.9
14	2	1	1	94	14	2	1	1	80.7	14	2	1	2	92.4
14	2	1	1	84.7	14	2	1	1	86.2	14	2	1	2	74.5
14	2	1	1	88.5	14	2	1	1	88.7	14	2	1	2	88.2
14	2	1	1	82.6	14	2	1	1	92	14	2	1	2	88.2
14	2	1	1	69.6	14	2	1	1	83.4	14	2	1	2	60.7
14	2	1	1	48.3	14	2	1	1	86.3	14	2	1	2	77.7
14	2	1	1	89.8	14	2	1	1	78.2	14	2	1	2	92.4
14	2	1	1	99.2	14	2	1	1	85.9	14	2	1	2	106.9
14	2	1	1	64.7	14	2	1	1	117.3	14	2	1	2	110.4
14	2	1	1	87.9	14	2	1	1	91	14	2	1	2	92.4
14	2	1	1	96.8	14	2	1	1	72.4	14	2	1	2	76.5
14	2	1	1	73.7	14	2	1	1	90.8	14	2	1	2	75.7
14	2	1	1	90.5	14	2	1	1	64.5	14	2	1	2	91.5
14	2	1	1	60.7	14	2	1	1	90.9	14	2	1	2	80.4
14	2	1	1	86.8	14	2	1	1	78.7	14	2	1	2	88.2
14	2	1	1	83.3	14	2	1	1	74	14	2	1	2	70.4
14	2	1	1	72.7	14	2	1	1	55	14	2	1	2	92.2
14	2	1	1	68.4	14	2	1	1	93.7	14	2	1	2	80.9
14	2	1	1	71.7	14	2	1	1	87.9	14	2	1	2	92.4
14	2	1	1	92.1	14	2	1	1	91.3	14	2	1	2	87
14	2	1	1	91.6	14	2	1	1	105.1	14	2	1	2	83.4
14	2	1	1	92.3	14	2	1	1	78.7	14	2	1	2	63.3
14	2	1	1	100.6	14	2	1	1	95.6	14	2	1	2	76.4
14	2	1	1	53.1	14	2	1	1	92.9	14	2	1	2	80.6
14	2	1	1	105.2	14	2	1	1	100.7	14	2	1	2	73.2
14	2	1	1	89.2	14	2	1	1	106.9	14	2	1	2	71
14	2	1	1	102.5	14	2	1	1	93.3	14	2	1	2	73
14	2	1	1	85.5	14	2	1	1	91.4	14	2	1	2	83.9
14	2	1	1	96.9	14	2	1	1	63	14	2	1	2	74.6
14	2	1	1	87.3	14	2	1	1	134	14	2	1	2	88.4
14	2	1	1	89.5	14	2	1	1	81.1	14	2	1	2	89.9
14	2	1	1	93.3	14	2	1	1	94.2	14	2	1	2	92.5
14	2	1	1	95	14	2	1	1	90.4	14	2	1	2	60.9
14	2	1	1	83	14	2	1	1	106	14	2	1	2	93.2

Site	Lane marking	Wet	Light	Speed	Site	Lane marking	Wet	Light	Speed	Site	Lane marking	Wet	Light	Speed
14	2	1	1	71.5	14	2	1	1	93.3	14	2	1	2	91.5
14	2	1	1	86.2	14	2	1	1	88	14	2	1	2	87
14	2	1	1	97.5	14	2	1	1	74	14	2	1	2	87.6
14	2	1	1	87.2	14	2	1	1	53.5	14	2	1	2	86.7
14	2	1	1	77.4	14	2	1	1	72	14	2	1	2	80.1
14	2	1	1	89.6	14	2	1	1	85.9	14	2	1	2	89
14	2	1	1	81.2	14	2	1	1	85.3	14	2	2	1	67.6
14	2	1	1	79.8	14	2	1	1	100.7	14	2	2	1	89
14	2	1	1	76.4	14	2	1	1	80.2	14	2	2	1	86.1
14	2	1	1	78.1	14	2	1	1	89.3	14	2	2	1	76.7
14	2	1	1	98.9	14	2	1	1	101.3	14	2	2	1	68.2
14	2	1	1	102.3	14	2	1	1	97	14	2	2	1	79.3
14	2	1	1	92.9	14	2	1	1	99.9	14	2	2	1	56.3
14	2	1	1	76.4	14	2	1	1	85	14	2	2	1	94.2
14	2	1	1	69.7	14	2	1	1	92.2	14	2	2	1	82.9
14	2	1	1	76.3	14	2	1	1	90.2	14	2	2	1	85.4
14	2	1	1	105.6	14	2	1	1	83.5	14	2	2	1	94.4
14	2	1	1	71.8	14	2	1	1	91.6	14	2	2	1	105.1
14	2	1	1	51.1	14	2	1	1	51.4	14	2	2	1	85.1
14	2	1	1	60.7	14	2	1	1	63.3	14	2	2	1	70.2
14	2	1	1	69.2	14	2	1	1	85.5	14	2	2	1	81.1
14	2	1	1	87.9	14	2	1	1	83.2	14	2	2	1	78.5
14	2	1	1	83.6	14	2	1	1	65	14	2	2	1	92.6
14	2	1	1	86.9	14	2	1	1	79.1	14	2	2	1	74.1
14	2	1	1	66.1	14	2	1	1	75.9	14	2	2	1	80.8
14	2	1	1	59.6	14	2	1	1	90.1	14	2	2	1	78.7
14	2	1	1	65.8	14	2	1	1	101.1	14	2	2	1	67.9
14	2	1	1	85.7	14	2	1	1	79.8	14	2	2	1	80.8
14	2	1	1	105	14	2	1	1	97.5	14	2	2	1	77.8
14	2	1	1	85.1	14	2	1	1	91.6	14	2	2	1	74.1
14	2	1	1	79.5	14	2	1	1	74.2	14	2	2	1	80.8
14	2	1	1	64.9	14	2	1	1	93	14	2	2	1	83
14	2	1	1	108.4	14	2	1	1	106.5	14	2	2	1	93.8
14	2	1	1	97.9	14	2	1	1	86.9	14	2	2	1	85.2
14	2	1	1	109.6	14	2	1	1	85	14	2	2	1	92.6
14	2	1	1	98.5	14	2	1	1	71.6	14	2	2	1	80.1
14	2	1	1	88.8	14	2	1	1	81.4	14	2	2	1	94.9
14	2	1	1	65.2	14	2	1	1	62	14	2	2	1	92.9
14	2	1	1	31.8	14	2	1	1	87.4	14	2	2	1	101.1
14	2	1	1	96	14	2	1	1	67.8	14	2	2	1	100.7
14	2	1	1	90.8	14	2	1	1	92.3	14	2	2	1	85.3
14	2	1	1	85.5	14	2	1	1	89.7	14	2	2	1	81
14	2	1	1	83.5	14	2	1	1	80.7	14	2	2	1	95.1
14	2	1	1	90.2	14	2	1	1	76.1	14	2	2	1	93.7
14	2	1	1	79.3	14	2	1	1	94.8	14	2	2	1	78.7
14	2	1	1	88.4	14	2	1	1	78.3	14	2	2	1	55.9
14	2	1	1	86.1	14	2	1	1	79.2	14	2	2	1	87.8
14	2	1	1	34.4	14	2	1	1	73.5	14	2	2	1	79.3
14	2	1	1	91.5	14	2	1	1	98.5	14	2	2	1	91
14	2	1	1	89.5	14	2	1	1	56.7	14	2	2	1	76.3
14	2	1	1	91.6	14	2	1	1	96.5	14	2	2	1	73.9
14	2	1	1	100	14	2	1	1	64.5	14	2	2	1	97.4
14	2	1	1	86.6	14	2	1	1	93.7	14	2	2	1	98.9
14	2	1	1	86.8	14	2	1	1	96.4	14	2	2	1	55.1
14	2	1	1	108.6	14	2	1	1	90.4	14	2	2	1	89
14	2	1	1	92.3	14	2	1	1	95.8	14	2	2	1	70.8
14	2	1	1	68.2	14	2	1	1	91.2	14	2	2	1	55.3
14	2	1	1	85.7	14	2	1	1	95.8	14	2	2	1	76.5
14	2	1	1	77.8	14	2	1	1	88	14	2	2	1	69
14	2	1	1	94.5	14	2	1	1	99.5	14	2	2	1	81.4
14	2	1	1	78.6	14	2	1	1	85.8	14	2	2	1	110
14	2	1	1	76.3	14	2	1	1	80.1	14	2	2	1	76.3
14	2	1	1	74.2	14	2	1	1	72.5	14	2	2	1	74.1
14	2	1	1	88	14	2	1	1	75.8	14	2	2	1	92.6
14	2	1	1	54.7	14	2	1	1	78.2	14	2	2	1	92.5
14	2	1	1	91	14	2	1	1	72.9	14	2	2	1	76.2
14	2	1	1	83.6	14	2	1	1	89.6	14	2	2	1	92.8
14	2	1	1	91.2	14	2	1	1	88.7	14	2	2	1	92.9
14	2	1	1	86.7	14	2	1	1	93.2	14	2	2	1	66.9
14	2	1	1	69.5	14	2	1	1	83.3	14	2	2	1	104.8
14	2	1	1	78.2	14	2	1	1	66.5	14	2	2	1	84.7
14	2	1	1	93	14	2	1	1	65.3	14	2	2	1	83.6
14	2	1	1	95.1	14	2	1	1	70.2	14	2	2	1	56.3
14	2	1	1	79.1	14	2	1	1	82.3	14	2	2	1	70.8
14	2	1	1	77.4	14	2	1	1	104.3	14	2	2	1	97.8

Site	Lane marking	Wet	Light	Speed	Site	Lane marking	Wet	Light	Speed	Site	Lane marking	Wet	Light	Speed
14	2	1	1	89.7	14	2	1	1	80.4	14	2	2	1	101.6
14	2	1	1	88.3	14	2	1	1	85.3	14	2	2	1	94.2
14	2	1	1	96.3	14	2	1	1	83.1	14	2	2	1	76.1
14	2	1	1	61.2	14	2	1	1	99.7	14	2	2	1	72
14	2	1	1	69.4	14	2	1	1	70.9	14	2	2	1	80.3
14	2	1	1	88.7	14	2	1	1	75.2	14	2	2	1	89.3
14	2	1	1	118.8	14	2	1	1	80.6	14	2	2	1	85
14	2	1	1	71.7	14	2	1	1	87.3	14	2	2	1	85.6
14	2	1	1	83.2	14	2	1	1	37.8	14	2	2	1	78
14	2	1	1	97.8	14	2	1	1	93.3	14	2	2	1	85.6
14	2	1	1	77.2	14	2	1	1	104.3	14	2	2	1	100.3
14	2	1	1	73.5	14	2	1	1	102.8	14	2	2	1	85.2
14	2	1	1	89.7	14	2	1	1	73.1	14	2	2	1	101.6
14	2	1	1	101.6	14	2	1	1	55.9	14	2	2	1	69.5
14	2	1	1	66.4	14	2	1	1	79.3	14	2	2	1	55.4
14	2	1	1	73.7	14	2	1	1	74.9	14	2	2	1	71.2
14	2	1	1	92.8	14	2	1	1	79.9	14	2	2	1	100.3
14	2	1	1	84.8	14	2	1	1	119.8	14	2	2	1	83.6
14	2	1	1	89.6	14	2	1	1	70.2	14	2	2	1	96.4
14	2	1	1	79.7	14	2	1	1	102.2	14	2	2	1	70.7
14	2	1	1	97.3	14	2	1	1	82.5	14	2	2	1	84.1
14	2	1	1	78.4	14	2	1	1	77.4	14	2	2	2	88.4
14	2	1	1	96.6	14	2	1	1	68.3	14	2	2	2	80
14	2	1	1	38.1	14	2	1	1	80.1	14	2	2	2	111.9
14	2	1	1	39.7	14	2	1	1	100	14	2	2	2	78.4
14	2	1	1	83.6	14	2	1	1	97.8	14	2	2	2	86.2
14	2	1	1	55.1	14	2	1	1	88.8	14	2	2	2	84.3
14	2	1	1	78.9	14	2	1	1	67.2	14	2	2	2	88.9
14	2	1	1	110.8	14	2	1	1	47.8	14	2	2	2	95
14	2	1	1	94.2	14	2	1	1	17.2	14	2	2	2	83.1
14	2	1	1	82.1	14	2	1	1	82.3	14	2	2	2	76.5
14	2	1	1	90.8	14	2	1	1	31.8	14	2	2	2	84.3
14	2	1	1	100	14	2	1	1	85.5	14	2	2	2	75.8
14	2	1	1	72.3	14	2	1	1	85	14	2	2	2	96.6
14	2	1	1	99.9	14	2	1	1	90.3	14	2	2	2	80
14	2	1	1	70.2	14	2	1	1	89.7	14	2	2	2	85.7
14	2	1	1	84.6	14	2	1	1	75.3	14	2	2	2	82.5
14	2	1	1	85	14	2	1	1	83.6	14	2	2	2	78.4
14	2	1	1	91.3	14	2	1	1	96	14	2	2	2	74.4
14	2	1	1	94	14	2	1	1	95.4	14	2	2	2	76.5
14	2	1	1	85.4	14	2	1	1	76	14	2	2	2	96.6
14	2	1	1	80.8	14	2	1	1	89.4					

Appendix B Metrocount Summary Information

MetroCount Traffic Executive
Individual Vehicles

Datasets:	
Site:	[1a] Whitkahu Rd - # 186
Direction:	8 - East bound A>B, West bound B>A., Lane: 0
Survey Duration:	12:00 Thursday, 19 February 2009 => 14:24 Friday, 27 February 2009
Identifier:	L137FNFV MC56-6 [MC55] (c)Microcom 02/03/01
Algorithm:	Factory default
Data type:	Axle sensors - Paired (Class, Speed, Count)
Profile:	
Filter time:	12:00 Thursday, 19 February 2009 => 14:24 Friday, 27 February 2009
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12
Speed range:	10 - 160 km/h.
Direction:	North, East, South, West (bound)
Separation:	All - (Headway)
Name:	Factory default profile
Scheme:	Vehicle classification (ARX)
Units:	Metric (meter, kilometer, m/s, km/h, kg, tonne)

Datasets:	
Site:	[1B] Boyd Rd #151
Direction:	8 - East bound A>B, West bound B>A., Lane: 0
Survey Duration:	13:00 Thursday, 19 February 2009 => 14:37 Friday, 27 February 2009
Identifier:	AB210SSR MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Factory default
Data type:	Axle sensors - Paired (Class, Speed, Count)
Profile:	
Filter time:	13:00 Thursday, 19 February 2009 => 14:37 Friday, 27 February 2009
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12
Speed range:	10 - 160 km/h.
Direction:	North, East, South, West (bound)
Separation:	All - (Headway)
Name:	Factory default profile
Scheme:	Vehicle classification (ARX)
Units:	Metric (meter, kilometer, m/s, km/h, kg, tonne)

Datasets:	
Site:	[2A] Bankier Rd #260
Direction:	7 - North bound A>B, South bound B>A., Lane: 0
Survey Duration:	13:00 Thursday, 19 February 2009 => 14:18 Friday, 27 February 2009
Identifier:	R225QZNJ MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Factory default
Data type:	Axle sensors - Paired (Class, Speed, Count)

Profile:	
Filter time:	13:00 Thursday, 19 February 2009 => 14:18 Friday, 27 February 2009
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12
Speed range:	10 - 160 km/h.
Direction:	North, East, South, West (bound)
Separation:	All - (Headway)
Name:	Factory default profile
Scheme:	Vehicle classification (ARX)
Units:	Metric (meter, kilometer, m/s, km/h, kg, tonne)

Datasets:	
Site:	[2B] Bankier Rd #366
Direction:	7 - North bound A>B, South bound B>A., Lane: 0
Survey Duration:	13:00 Thursday, 19 February 2009 => 14:21 Friday, 27 February 2009
Identifier:	U877P8GQ MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Factory default
Data type:	Axle sensors - Paired (Class, Speed, Count)

Profile:	
Filter time:	13:00 Thursday, 19 February 2009 => 14:21 Friday, 27 February 2009
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12
Speed range:	10 - 160 km/h.
Direction:	North, East, South, West (bound)
Separation:	All - (Headway)
Name:	Factory default profile
Scheme:	Vehicle classification (ARX)
Units:	Metric (meter, kilometer, m/s, km/h, kg, tonne)

Datasets:	
Site:	[3A] Orini Rd # 1574
Direction:	7 - North bound A>B, South bound B>A., Lane: 0
Survey Duration:	12:00 Thursday, 19 February 2009 => 14:20 Friday, 27 February 2009
Identifier:	R060H0CR MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Factory default
Data type:	Axle sensors - Paired (Class, Speed, Count)

Profile:	
Filter time:	12:00 Thursday, 19 February 2009 => 14:20 Friday, 27 February 2009
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12
Speed range:	10 - 160 km/h.
Direction:	North, East, South, West (bound)
Separation:	All - (Headway)
Name:	Factory default profile
Scheme:	Vehicle classification (ARX)
Units:	Metric (meter, kilometer, m/s, km/h, kg, tonne)

Datasets:

Site:	[3B] Orini Rd # 1490
Direction:	7 - North bound A>B, South bound B>A., Lane: 0
Survey Duration:	12:00 Thursday, 19 February 2009 => 14:30 Friday, 27 February 2009
Identifier:	R228BMNX MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Factory default
Data type:	Axle sensors - Paired (Class, Speed, Count)

Profile:

Filter time:	12:00 Thursday, 19 February 2009 => 14:30 Friday, 27 February 2009
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12
Speed range:	10 - 160 km/h.
Direction:	North, East, South, West (bound)
Separation:	All - (Headway)
Name:	Factory default profile
Scheme:	Vehicle classification (ARX)
Units:	Metric (meter, kilometer, m/s, km/h, kg, tonne)

Datasets:

Site:	[4A] Te Kowhai Rd #653
Direction:	7 - North bound A>B, South bound B>A., Lane: 0
Survey Duration:	14:00 Thursday, 19 February 2009 => 14:32 Friday, 27 February 2009
Identifier:	L1445579 MC56-6 [MC55] (c)Microcom 02/03/01
Algorithm:	Factory default
Data type:	Axle sensors - Paired (Class, Speed, Count)

Profile:

Filter time:	14:00 Thursday, 19 February 2009 => 14:32 Friday, 27 February 2009
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12
Speed range:	10 - 160 km/h.
Direction:	North, East, South, West (bound)
Separation:	All - (Headway)
Name:	Factory default profile
Scheme:	Vehicle classification (ARX)
Units:	Metric (meter, kilometer, m/s, km/h, kg, tonne)

Datasets:

Site:	[4B] Horotiu Rd # 439
Direction:	7 - North bound A>B, South bound B>A., Lane: 0
Survey Duration:	14:00 Thursday, 19 February 2009 => 14:15 Friday, 27 February 2009
Identifier:	R221P2GJ MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Factory default
Data type:	Axle sensors - Paired (Class, Speed, Count)

Profile:

Filter time:	14:00 Thursday, 19 February 2009 => 14:15 Friday, 27 February 2009
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12
Speed range:	10 - 160 km/h.
Direction:	North, East, South, West (bound)

Separation:	All - (Headway)
Name:	Factory default profile
Scheme:	Vehicle classification (ARX)
Units:	Metric (meter, kilometer, m/s, km/h, kg, tonne)

Datasets:	
Site:	[5A] Duck Rd - 200m from Te kowhai Rd
Direction:	7 - North bound A>B, South bound B>A., Lane: 0
Survey Duration:	14:00 Thursday, 19 February 2009 => 14:28 Friday, 27 February 2009
Identifier:	R8016E3Y MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Factory default
Data type:	Axle sensors - Paired (Class, Speed, Count)

Profile:	
Filter time:	14:00 Thursday, 19 February 2009 => 14:28 Friday, 27 February 2009
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12
Speed range:	10 - 160 km/h.
Direction:	North, East, South, West (bound)
Separation:	All - (Headway)
Name:	Factory default profile
Scheme:	Vehicle classification (ARX)
Units:	Metric (meter, kilometer, m/s, km/h, kg, tonne)

Datasets:	
Site:	[5B] Lindsay Rd - #172
Direction:	7 - North bound A>B, South bound B>A., Lane: 0
Survey Duration:	14:00 Thursday, 19 February 2009 => 14:36 Friday, 27 February 2009
Identifier:	AC76XW3Z MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Factory default
Data type:	Axle sensors - Paired (Class, Speed, Count)

Profile:	
Filter time:	14:00 Thursday, 19 February 2009 => 14:36 Friday, 27 February 2009
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12
Speed range:	10 - 160 km/h.
Direction:	North, East, South, West (bound)
Separation:	All - (Headway)
Name:	Factory default profile
Scheme:	Vehicle classification (ARX)
Units:	Metric (meter, kilometer, m/s, km/h, kg, tonne)

Datasets:	
Site:	[6A] Sainsbury Rd #150
Direction:	7 - North bound A>B, South bound B>A., Lane: 0
Survey Duration:	13:00 Thursday, 19 February 2009 => 14:29 Friday, 27 February 2009
Identifier:	AB72TR89 MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Factory default

Data type:	Axle sensors - Paired (Class, Speed, Count)
Profile:	
Filter time:	13:00 Thursday, 19 February 2009 => 14:29 Friday, 27 February 2009
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12
Speed range:	10 - 160 km/h.
Direction:	North, East, South, West (bound)
Separation:	All - (Headway)
Name:	Factory default profile
Scheme:	Vehicle classification (ARX)
Units:	Metric (meter, kilometer, m/s, km/h, kg, tonne)
Datasets:	
Site:	[6B] Greenhill Rd 100m East of 72
Direction:	8 - East bound A>B, West bound B>A., Lane: 0
Survey Duration:	13:00 Thursday, 19 February 2009 => 14:34 Friday, 27 February 2009
Identifier:	R226A60N MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Factory default
Data type:	Axle sensors - Paired (Class, Speed, Count)
Profile:	
Filter time:	13:00 Thursday, 19 February 2009 => 14:34 Friday, 27 February 2009
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12
Speed range:	10 - 160 km/h.
Direction:	North, East, South, West (bound)
Separation:	All - (Headway)
Name:	Factory default profile
Scheme:	Vehicle classification (ARX)
Units:	Metric (meter, kilometer, m/s, km/h, kg, tonne)
Datasets:	
Site:	[8A] Tenfoot Rd # 39
Direction:	7 - North bound A>B, South bound B>A., Lane: 0
Survey Duration:	12:00 Thursday, 19 February 2009 => 14:31 Friday, 27 February 2009
Identifier:	R1663J4Z MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Factory default
Data type:	Axle sensors - Paired (Class, Speed, Count)
Profile:	
Filter time:	12:00 Thursday, 19 February 2009 => 14:31 Friday, 27 February 2009
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12
Speed range:	10 - 160 km/h.
Direction:	North, East, South, West (bound)
Separation:	All - (Headway)
Name:	Factory default profile
Scheme:	Vehicle classification (ARX)
Units:	Metric (meter, kilometer, m/s, km/h, kg, tonne)

Datasets:	
Site:	[7B] Crawford Rd # 234
Direction:	8 - East bound A>B, West bound B>A., Lane: 0
Survey Duration:	14:00 Thursday, 19 February 2009 => 14:23 Friday, 27 February 2009
Identifier:	R188ZYQQ MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Factory default
Data type:	Axle sensors - Paired (Class, Speed, Count)
Profile:	
Filter time:	14:00 Thursday, 19 February 2009 => 14:23 Friday, 27 February 2009
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12
Speed range:	10 - 160 km/h.
Direction:	North, East, South, West (bound)
Separation:	All - (Headway)
Name:	Factory default profile
Scheme:	Vehicle classification (ARX)
Units:	Metric (meter, kilometer, m/s, km/h, kg, tonne)